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WAR IN MADAGASCAR.

For many years scarcely any thing was known relative to the inhabitants of the island of Madagascar, except that they were considered to be in a state of profound ignorance and barbarism. In the days of the buccaneers, several nests of pirates located themselves on the coast, but these were soon dispersed on the suppression of piracy. The French endeavoured to form settlements, but the discouragement they experienced in a great measure induced them to abandon the places. During the war with France, our cruisers occasionally looked in at the sea-ports, which were then destitute of fortifications; and outward-bound East Indiamen, if running through the Mozambique Channel, and short of fresh water, were accustomed to call at the Comoro Islands, or in St. Augustine's Bay, to obtain a supply; and on the suppression of the slave trade, the Africans were smuggled over to Madagascar, where markets were opened for the sale of them to American, English, and French traffickers in human flesh. Beyond these and a few traders very few Europeans visited the island, and it is principally to the missionaries that we are indebted for information respecting this interesting part of the world, which we conceive will in the course of time be looked upon as the Great Britain of Africa. The Protestant mission, by the London Missionary Society, commenced in the year 1818, and to the surprise of those who visited the interior they discovered arrangements in the government which, though barbarous, displayed a considerable knowledge of the nature of monarchical power — the earth richly pouring forth its bounty, and an abundant supply of all the materials that in judicious hands required only being brought into use amongst an industrious people to establish a wealthy kingdom. The first object of the missionaries was to introduce the principles of Christianity, and to carry them out in the progress of civilisation. Their success was great, and under King Radama, who encouraged the instruction of his subjects and the preaching of the Gospel, immense advantages were obtained over ignorance and superstition; slave dealing was abolished, and a fair prospect was offered of rendering the nation great and happy. Nor did the Missionary Society confine themselves to the education of the people in spiritual things alone. Exertions were used to teach them the nature of manufactures adapted to the place; artisans were sent from England to effect this object; and as knowledge extended so did the efforts at regal state. Troops — indeed, we may say armies — clothed after the English fashion were raised, batteries were erected at the ports, and in all the departments a rapid improvement occurred. After the death of Radama, however, a vast change took place; the queen, his successor, ordered the departure of the missionaries, and the persons converted to Christianity were persecuted with relentless fury to tortures and death. Had Radama lived, or had a wise sovereign succeeded him, Madagascar, already powerful in situation and armament, might have become a glorious and enlightened kingdom; but as in all parts of the globe Christianity has broken the fetters imposed upon the human mind by despotism, so the Queen, fearing that her influence and control might be shaken, has listened to the self-interested priests of idolatry, and endeavoured to drive Europeans from her shores. Nor is this much to be wondered at, when she contemplates the history of the West Indies and the conquest and subjugation of the East. Possessed within itself of all the necessaries to existence, and now aided by a knowledge of European cultivation, the real wants of the natives may be easily gratified. Commercial speculations are principally applied to luxuries foreign to the soil and to the produce of the island; and if no market is found for these, the capital embarked in both will perish, and the natives return to their original state. But there are no grounds for entertaining such an apprehension. A desire to indulge in artificial wants has been created, and it must progress to greatly increased extent. The principal commerce has hitherto been kept up by the merchants of Bourbon and the Isle of France; but there can be no doubt that, if liberally thrown open, the trade would become considerably enlarged. The French in their mode of colonisation generally commence in the aggressive mood; they have tried this at Madagascar, and rendered the very name of Frenchman hateful to the people. It appears (by accounts which will be seen in another part of our publication) that the English and French dealers at Tamatave — one of the finest ports on the eastern coast of the island — have been roughly handled and expelled, with the loss of some property. Remonstrances were made, but without effect, and all attempts at conciliation were equally futile; wrong was persisted in, and an armed force was sent to punish the offenders. The moment this was determined upon, care should have been taken to render the punishment as efficient as possible. It had already been proved on various occasions, that the mere display of a man-of-war's pennant had not produced the desired effect, and that the discharge of broadsides had been defied, so that the authorities were bound to make preparations not only for enforcing respect to the flag, but also for securing the rights of our merchants in a national point of view. Instead of this, however, a force inadequate to the task that is undertaken invades Tamatave; the outworks of a fort are gallantly carried, it is true; but without achieving any real advantageous results, the assaulting party is forced to retreat; and instead of being able to carry out the intended object, what seems

IRISH ELKS — A VARIETY OF THE LONDON STAG.

to be very much like a failure ensued; and if the Queen of Madagascar is again to be impressed with a full sense of English power, we fear it can only be accomplished by the destruction of the innocent instead of the guilty. At all events, it is probable that the attack upon Tamatave has sealed the doom of many Europeans who were located on the island; and certain it is that affairs cannot be left in their present condition. The engagement looks as if provocation had been rashly acted upon, and unwisely attempted to be followed out. The French have long been desirous to colonise certain parts of the island; they have a perfect right to try it if they please; but we do not perceive the necessity of dragging English guns into the affray by which they hope to become masters of the coast. Algeria and Tahiti are both before our eyes.

RAILWAY SPECULATION IN IRELAND.

THE IRISH ELK NOT EXTINCT.

A discovery has recently been made which has caused considerable excitement in the zoological world—we don't mean the wild beasts, but the naturalists. The elk, which has long been believed to be an extinct species in Ireland, has suddenly made its appearance, and several specimens have lately been met with. It bears much resemblance to the English stag, to which it approximates very closely in some of its habits; and black legs appear to be pretty general among both. The Irish elk, like the animali parlanti of Caste, has the faculty of speech, as will be gath-ered from the following anecdote, which we introduce as an illustration of the habits of the animal:—

"Och! murder! what will I do now at all, at all?" was the lamentation of Phil Howlahan, as he looked into his pig-stye, which was his back parlour, and saw h a only sow, who, after presenting him with a farrow of fourteen pigs, had taken a disgust for the world, and was hurrying out of it a little faster than her four legs could carry her.

"Och! murder! what will I do now at all at all?" repeated the agonised Phil.

"Tare an ouns, Phil, what a row ye make!" exclaimed a voice which none who did not see the speaker would believe could be that of a female.

"O, then, it's the illegant pig there that's dying!" explained Phil.

"Bad ess to the ould rogue that sold it to ye," said Biddy; and none but an omadhon like yourself to the fair there would have bought such a baste."

"But what will I do at all for the rint?" asked Phil. "I'm kilt and murdered intirely!"

"It's the big noise ye're making for a murdered man!" was Biddy's reply, "But put on yer brogues and go up to the squire. It's the good turn he owes you, for you know what, and may be he'll give ye a bit at a pinch."

"Is it the squire?" rejoined Phil. "May be, then, ye didn't hear of the suit that ruined him?"

"The suit, is it? O, then, may be it's one of the bad habits the priest says will lead us to destruction," said Biddy. "But no matther, ye can but thry."

And so Phil went, with a heart as heavy as his brogues, and they were none of the lightest, to the squires, and as he was ushered through the hall to the parlour, he heard Mike Dowlan playing the "Rakes of Mallow," and he sighed when and his pipes, too, for being so merry when his own heart was so sad.

"Why, Phil," exclaimed the squire, "what in the wide world's the matter with you—your face is as long as a preamble to an act of parliament?"

Then Phil "up" and told the history of his disaster, and when he had finished, "Phil," said the squire, "I've long owed you a good turn, and would have paid you long ago, if the rascally lawyers had not scraped me out as clear as Moll Rooney's meat-tub. But now it's the man I'll make of you."

"But will your honour lend me the price of a sow?" asked Phil, coming at once to the point.

"I'll put twenty sows into your pocket," says the squire—"that is," he added, seeing Phil glance at his pockets, "the price of them. You know the Great Bog Town Atmospheric Railway?"

"I did not hear of it," says Phil.

"Well, then," pursued the squire, "I am a member of the provisional committee."

"It's the first I heered of it," answered Phil.

"Well, no matter," said the squire; "all you have to do is to write to the committee for twenty shares, and I'll take care, when your application comes before the board, it shall be granted."

"And what in the wide world shall I do wid them when I've got them," asked Phil, with great simplicity.

"Take them to my broker in Dublin," was the answer. "I lend you the grey horse, and will give you a letter to him—I don't mean the horse, but the broker—and he'll pay the deposit with one hand and take the pre; him with the other, and you can take the difference back to Biddy, with my compliments, and wake the old sow."

Phil did as he was bidden; got the priest's niece to write the letter, dated from Castle Peaty, got the shares, pocketed the difference, and waked the sow.

When Paddy was at the broker's, he discovered that he was not the only one of his neighbours who was in the secret; in fact, he found himself among a herd of elks. They would have called them stags, only that Paddy scorned to be beholden to the Saxon for the word.

INDIA AND CHINA.

An Extraordinary Express, in anticipation of the Indian Mail to the 28th of August, has arrived in London. It contains intelligence of importance.

There is no longer any doubt as to the assembling of an army on the banks of the Sutledge, in order to enable the present Sikh government to curb its licentious soldiery. The Governor-General, the Commander-in-Chief, the Lieutenant-Governor of the north-west provinces, Mr. Thomason, and Mr. G. R. Clerk, who was said to be on his way from England, are to have a conference at Agra, after which the important movements will be commenced.

FOREIGN INTELLIGENCE.

AMERICA.—HOSTILITIES ON THE RIVER PLATE.—The advices by the steam-ship Caledonia are important. They announce the seizure, by the English and French forces, of the Buenos Ayrean fleet before Monte Video. Those from Mexico announce the election of Herrera to the presidency, and the formation of a new cabinet. The Canadian accounts are comparatively unimportant. It is stated that the day before the departure of the St. Louis from Brest, advices had reached that city of the entire failure of the attempted intervention on the part of England and France in the affairs of the River Plate, and the retirement of Mr Ouseley and Baron Deffaudis to Monte Video. Rosas having rejected the ultimatum sent in by the ministers, requiring the withdrawal of the Buenos Ayrean troops and fleet from before Monte Video. The naval force of the allied powers had, therefore, taken possession of the Buenos Ayrean blockading squadron, and delivered a notice to General Oribe, commanding the besieging army to retire from the Banda Oriental. Great excitement prevailed in Buenos Ayres, and it was supposed that England and France would be brought into open collision with the Argentine republic. During the negotiation at Buenos Ayres the American chargé, Mr. Brent, had offered his mediation. The offer was accepted by General Rosas, but declined by the English and French ministers, on the ground that the chargé was not instructed or authorised by his government.

TEXAS.—The intelligence from Texas is unimportant. The convention was still sitting. General Taylor had taken up a strong position with his troops. President Jones had notified to him that he had taken preparatory steps to organise a body of 1000 troops, and the papers teem with notices of the march of the soldiery.

It results from a document published at Monte Video, that out of the whole number of French subjects who had taken up arms for the defence of the city from June 2. 1843, to June 2. 1845, 135 had been killed or had died of their wounds. The total number of wounded was 451. Besides, 642 Frenchmen had been received in the hospital, and 72 had died. There remained, when the table was published, 49 wounded men in the hospital, and 34 other patients.

A letter from Berne of September 25, says:—"The president of the Communist Club of Berne, who was a simple workman at one of the printing offices, has just been arrested. The club was immediately closed. A formidable coalition of workmen has been formed at Soleure. The artisans at Arzau are drawing up a petition against the liberty of manufactures, and against the introduction of foreign manufactured produce."

The railroad company for the line from Bâle to Olten has obtained the authorisation of the different states through which the line is to pass. It is expected that the undertaking will be carried out in the course of next spring.

BUENOS AYRES.—The following extract from a letter dated Buenos Ayres, July 22., was posted in the underwriters' room at Liverpool on Tuesday. It confirms the accounts previously received from that quarter:—

"An ultimatum has been proposed to-day to the government from the French and English ministers, giving General Rosas to the 31st instant to withdraw his troops from the Banda Oriental, or that force would be used. The general opinion is that the ultimatum would be refused. Great alarm exists here. Exchange had fallen to 33d. This hurried communication is sent by the Sirena, a Buenos Ayrean vessel for Hamburg, which is ordered away at a moment's warning, for fear of capture."

Extract of another letter:—

"Buenos Ayres, July 22.

"I have this moment heard that this vessel (the Sirena, to Hamburg) is ordered away at a moment's notice, from fear of the flag she is under being in danger of capture. To-day an intimation has been passed to this government, giving General Rosas to the 31st instant to give orders to withdraw his troops from the Banda Oriental, or measures of force are to be used. My opinion is that he will, refuse. Great alarm exists here. No sales; and in business nothing doing. Exchange, 34d. Doubloons, 240 dollars. New Pink arrived 19th inst."

IRELAND.

REPEAL ASSOCIATION.—The usual weekly meeting, which was rather numerously attended, took place on Monday in the Conciliation Hall. Mr. O'Connell entered the place of meeting soon after one o'clock. Major Lidwell having been called to the chair, Mr. O'Connell said that he thought it right at once to move that the signature of the Right Rev. Dr. Healy, bishop of Kildare, be inserted in the minutes, together with the names of the eighteen other prelates who had declared their decided opposition to the Colleges Bill. The rent of the week was 600l. 3s. 4d.

THE ENGLISH AND FRENCH EXPEDITION TO MADAGASCAR.—ATTACK ON TAMATAVE.

The "Moniteur" of Friday publishes the official report of the combined attack of the English and French upon Tamatave on the 15th of June last, addressed to the minister of marine by the commander of the French station, M. Romain Desfosses. In a despatch dated the 13th of June that officer gives an account of the steps taken by him and Captain Kelly, of her Britannic Majesty's frigate Conway, for the protection of the lives of English merchants and eleven French who had been despoiled and expelled from Tamatave. Both agreed that if they committed, without any manifest provocation, an act of hostility against the Ovas, they might expose to serious danger the English and French who still resided at other points of Madagascar, from Fort Dauphin to Vahemar, and they accordingly determined to temporise. In a second despatch of the 16th he informs the minister of the fruitlessness of his endeavours to obtain the revocation of the law of spoliation so unexpectedly enacted by Queen Ranavala against Europeans.

The officer whom he had charged on the 13th with letters for the Queen and the governor was not allowed to land, and was told to return on the next morning. All the French merchants being still on shore, M. Desfosses directed them to send on board all their property and embark themselves without delay, being resolved to endure until then the hostile proceedings of the chiefs of Tamatave. In the night the stores and dwelling of a French merchant, M. Bedes, were plundered by the Ovas. At daybreak on the 14th another attempt was made by the commanders of the English and French ships to communicate with the governor, but to no effect. The English and French boats were employed the whole of that day in conveying on board the ships the effects and property of the Europeans. At sunset the whole was embarked, and all the French merchants had taken refuge in the Berceau and Zelee corvettes, and on board a French merchantman, the Cosmopolite. When M. Desfosses learned that they were all in safety he consulted with Captain Kelly, and their grievances were precisely the same, but before resuming extreme measures they decided on making a last attempt to deliver into the hands of the governor, Razakafidy, to be forwarded to the Queen, a joint protest against the law of spoliation and its mode of execution. That document was immediately drawn up in English and French, and three copies of it made, each of which was signed by the two commanders, and on the morning of the 15th the first lieutenants of the Conway and the Berceau repaired with it to the shore. But after waiting a long time in vain for an officer to come to receive it they returned to the ships. Captain Kelly then resolved to present himself at the Ova fort. The French lieutenant to him and imperatively an interview with an officer of the governor, who having at last presented himself, received the protest, and was told by Captain Kelly and the French lieutenant that they would await until two o'clock in the afternoon an acknowledgment of the receipt of the document by Razakafidy.

During the whole of the morning (says M. Desfosses) we remarked that the Ovas were evacuating the town, carrying off baggage and burdens, and that most of them directed their course towards three forts, before which our three ships were lying since the morning, in a parallel line with the coast, and as near as the depth of the water would admit. The Berceau, stationed in the centre of the line, was within 660 yards of the principal fort of the Ovas.

The European merchants had never been allowed to visit the works of defence of the place, and had no idea of their strength. They could learn from them was that they garrisoned Tamatave consisted of about 1000 men, a regular troops and 600 Betsimisaras auxiliaries. At twelve o'clock I informed the crews and the marines of the two ships that they would probably be required to chastise the Ovas before night. The French refugees asked to be permitted to follow as volunteers in the force that might be landed. I accepted their offer, and gave them arms, of which they made very good use. At two o'clock a boat, which awaited the reply of Razakafidy, returned with this short answer:—"We have received your letter, and we clearly declare that we can make no change in the proclamation which we have issued. It is the law of the kingdom." I salute you. Razakafidy, Commander and Governor of Tamatave." Captain Kelly immediately left me to return to his ship, and five minutes afterwards the Berceau and Conway opened their fire upon the principal fort, whilst the Zelee, placed at the head of our line, cannonaded a low battery situate to the south. The fort principally returned the fire, but not very lively. The fire from however, of the Ovas had a precision which would have surprised us had we not been informed that their artillery was directed by a renegade Spaniard, who makes a most improper use of his talents. A quarter of an hour had scarcely elapsed when the fort of the Ovas was kindled in several places, and round the Ovas batt ry of the north, which was at that moment abandoned. At half-past three o'clock a great number of shells had been thrown and exploded in the two forts, and Captain Kelly and I thought that they had lost many men, and that it was time to land our detachments. It was then 4 o'clock precise, besides, to terminate the operation before night. 168 marines of the Berceau, 40 sailors, and 30 marines of the Zelee, and 80 men of the Conway, were simultaneously embarked with perfect order in fourteen boats, which a quarter of an hour afterwards, agreeably to a plan concerted, I had conveyed to the shore. Captain Kelly, drew up between the Berceau and Zelee in a line parallel with the coast, the first division occupying the right, the men of the Berceau the centre, and those of the Zelee the left. At a signal of Captain Fiereck, of the Zelee, whom I had charged, in conjunction with the first lieutenant of the Conway, to direct the operations on shore, all the troops moved towards the principal fort, and entered it by the principal fort, which was in a great measure screened by a plantation of trees. In less than ten minutes our 300 combatants were drawn up in battle array, with two howitzers of the Berceau, placed on mountain carriages, in the centre of the column. Lieutenant Durand himself had charge of the howitzers, and grape shots, which produced little or no effect. Captain Fiereck soon after gave the signal for the charge, and the small band rushed with incredible ardour towards the enemy, who was afraid to quit his intrenchments. The men of the Zelee, joined by twenty sailors and marines of the Berceau, immediately entered the low battery to the south, spiked three pieces of cannon and dismounted two others, and drove the Ova cannoneers into the principal fort, which they vainly attempted to enter. The Ensign Bertho, the second of the Zelee, an excellent and most to be regretted officer, was run through the body and killed on the threshold of the gate, as also the sub-lieutenant of marines Monod. Whilst the southern battery was thus carried, and partly disarmed, the main body of the column, formed of the men of the Conway and Berceau, advanced towards the principal fort and scaled in an instant its outworks; there, and in the interior, a most sanguinary conflict commenced, the like of which I never witnessed, in which the English and French vied with each other in ardour and courage. The flag of Ranavala, after being twice shot down by the fire of the ships, was fixed to the top of a pole on the rampart. The Ensign Granville and some English and French sailors successively, under a brisk fusilade of the Ovas, in seizing and pulling down the flag, which was divided between the English and French. Forty minutes had elapsed since our seamen occupied the outworks and the fosse of the principal fort; and the Ovas, after bravely disputing every inch of ground, had retired into their casemates. We needed the materials necessary to force them to stay in after them, for the mounted guns, planted by Ensign Sonolet on the external parapet were only able to fire one shot, the quick matches having become wet in the landing. At this moment, M. Prevost de la Croix, my first-lieutenant, who had replaced Captain Fiereck disabled by a wound at the commencement of the column, informed me that our men, as well as the English, had exhausted nearly the whole of their ammunition. The Ovas were afraid to show themselves; they had suffered considerable losses; and although the complete destruction of their artillery, the great object of our enterprise, was not entirely accomplished, a lesson was had given them, numerous spoliators of our merchants was of a nature not to be forgotten by them. I accordingly ordered a retreat to be sounded, and soon afterwards our men assembled on the beach. I caused the howitzers to be embarked, as also the wounded, and even the dead, with the exception of five men killed in the lower battery, whom the detachment of the Zelee, having lost their officers, and carried away by their ardour, had forgotten to remove. After halting one hour on the beach, during which the Ovas did not venture to quit their intrenchments, I marched the column to the extremity of the Point Hastee, where the embarkation was easier, a detachment of the infantry of the Berceau and another of English marines forming the rear-guard. On our way we set fire to several straw huts and to the custom-office stores, under cover of which the Ovas might have annoyed us during the embarkation. I declined the proposition which was made to me to burn the town. At half-past six o'clock all the boats were on their way back to the ships, and I myself left the shore with the officers of the Conway and the Berceau. Captain Kelly, from his ship, and Lieutenant Durand Dubraye, on board the Berceau, continued during the whole time to protect the movements of our detachments by cannon-shot directed fire. The Berceau fired 620 rounds; the Conway, having two guns more in battery, 700; the captain of the Zelee has not sent in his returns. The Berceau was struck by thirteen cannon-balls; the Zelee received also a few shots; the Conway experienced no damage. The Berceau has nine killed and thirty-two wounded; the Zelee, seven killed and eleven wounded; and the Conway, four killed and seven wounded. Of the wounded of the Zelee expired shortly after reaching the ship. Since last night the Ovas have not quitted their batteries. Two of their deserters came this morning on board the Berceau, who declared that their loss amounted to 200 killed, and a still greater number wounded. Among the chiefs, including the deputy-governor, the standard-bearer of the queen, and the director of the customs, remained on the field. On the 17th, the presence of the ships being no longer necessary at Tamatave, the Berceau and Conway weighed anchor, and the Zelee sailed for Foulpointe to forward thence a letter, addressed to the Queen of the Ovas, by Captains Kelly and Desfosses. We have just received and returned," concludes the letter, "the farewell salute of the English frigate Conway, at the moment of parting, as during their presence here the officers, sailors, and soldiers of both nations did not cease to give each other the most hearty proofs of high esteem and cordial sympathy."

THE NEW GERMAN REFORMATION.

The accounts which we are enabled to present to our readers this day of the progress of the reformation in Germany will be found most satisfactory. They are chiefly derived from the Augsburgh and Leipsic papers.

ULME, SEPT. 21.—The journey of M. Ronge from Stutgardt to our place resembled more the triumphal march of a conqueror, and the inhabitants of Esslingen and Goppingen distinguished themselves in particular in the reception they gave to the hero of our days. Our town, where he is to stay for some days, would, however, not remain behind, and it has performed its duties to perfection in the true spirit of Christian love and charity. A deputation of aldermen and distinguished citizens went out to meet him, and on his arrival in our town he was received by the population with an almost endless shout of joy. The mayor welcomed him in the name of the inhabitants, and a young Catholic lady, and the youngest member of the new community, offered him a crown of laurels. M. Ronge and his fellow-labourer in the vineyard, M. Dawist, twice addressed the people from the hotel where they have taken up their residence, and were listened to with very great attention. Our common council has granted for the use of the German Catholics 500 florins, of which 100 florins are to be employed in the fitting up of the Corn Exchange for a place of worship. However, this latter will no more be necessary, as the ministry has now granted the petition, signed by 1800 citizens, and allowed to the new community the use of the cathedral for Divine service. It is said that the King of Wirtemberg is much displeased with his ministers for having refused a similar request to the German Catholics at Stutgardt, and that it is owing to this that an order of a more favourable nature has been lately issued by the government of that country, according to which the German Catholics there are allowed the free exercise of their religious creed, except the permission for their ministers to officiate at the altar, and for the public papers to call their sermons other than speeches.

BADEN.—The private informations from this country agree in stating that the German Catholic Church is there making continual progress, and that in a short time the secession of its Roman Catholic inhabitants will be effected on a very large scale.

FRANKFORT.—The cause of the new church is said to be taken up by the people there with the same ardour as the cause of Germany itself. The community of German Catholics is daily increasing, and the offerings made by the Lutherans and Reformists, for the use of the new Catholic church, are already very considerable.

WIESBADEN.—The government has refused the petition of the German Catholics to have a suitable place for Divine worship granted to them. All those, however, who, having separated from the Church of Rome, desire to form a new Catholic community, are to be tolerated on the general principle of religious liberty established in the kingdom. However, this community is to be deprived of the rights of co-operation and of legally nominating its chiefs. Its ministers are only there to be allowed to perform the ceremonies of baptism and marriages when the clergymen of the established church have refused to do it on being applied to.

POSEN.—No reason has been assigned why the government has refused to grant to the German Catholics a suitable place for performing Divine service, and the new community has been obliged to fix upon the prayer-room in the Protestant church there for that purpose. M. Cosa, the officiating clergyman, prayed and preached in the German tongue, and administered the sacrament to a great number of his congrega tion under both forms.

RELIGIOUS PERSECUTION IN RUSSIA.

The persecution, says the "Journal des Débats" in a recent number, against the Polish Catholics is continued with greater barbarity than ever, if we may credit the following report, which we borrow chiefly from the "Univers":—

"On the 23d instant the Polish refugees in Paris assisted at a service, celebrated in the church of St. Roch, in honour of the forty-seven nuns who were recently martyred in the town of Witebesk, with a refinement of cruelty that one would refuse to credit it, had not witnesses in every respect worthy of belief attested the fact. This convent had been established for some time immemorial near the town of Minsk, and the inmates fulfilled among the people, the same duties as our Sisters of Charity. They instructed the children, provided for the widows and aged, and assisted the poor by the fruit of their labours. They had, unfortunately, for chaplain a priest called Michelewicz, one of those creatures whom tyrannical governments invariably select to fill the chief offices of the church. This wretch, having become bishop, apostatised, and wished to involve in his guilt the holy sisterhood. After besetting them in every kind of way, and vainly resorting to promises, persuasions, and threats, perceiving that he could not obtain his object, he determined to punish by severity. Purposely for this end, by his orders, Cossacks surrounded the convent, seized the nuns with the most revolting brutality, bound them with cords, and conducted them thus to Witebesk, nearly seventy leagues from Minsk, compelling them to walk the entire distance. At this place they were confined in a convent of schismatic nuns, in the capacity of servants, or, more properly speaking, as slaves. Those who are acquainted with the profound ignorance, dissolute morals, and ardent fanaticism of these Greek nuns can form some idea of the dreadful treatment which the Basilian sisters were compelled to endure. Forced to perform the most vile offices, supplied with a quantity of black bread scarcely sufficient to support nature, each of them moreover received regularly every Friday fifty lashes, so that their extenuated bodies were covered with wounds and sores, yet they showed even more courage under these trying circumstances than their enemies exhibited ferocity. Encouraging each other to suffer patiently for the glory of God, they persevered in the Catholic religion. The anger of the apostate Suinayko increased. He caused these holy and self-devoted creatures to be ironed and sent to the galleys. Their punishment had latterly consisted of half a salt herring daily, with a small measure of water. This diet was now changed to half a pound of black bread, with the same quantity of water, and thus, whilst suffering from hunger and thirst, they were compelled to act as labourers to the masons employed in constructing the episcopal palace. Several of them were driven into the river up to their necks, and from time to time plunged under the water, because they persisted in refusing to apostatise; others, condemned to labour in mines, were placed where the danger was most imminent, and were in many instances killed; finally, eight of them had their eyes torn out. Their faith surmounted these severe trials, not one of them gave way, though thirty of them sunk under their sufferings. Among the seventeen who yet survived, after the death or rather after the triumph of these thirty martyrs, three only possessed sufficient strength to avail themselves of an occasion which presented of escaping their unmerited punishment. The wife of the schismatic bishop, who was having become insensible from inebriety after one of the orgies consequent upon certain of their fetes, they were enabled to climb over the door of their prison, and thus escape unobserved. It was not without regret that they abandoned their companions, and renounced the glory of dying with them, but they hoped to be of service to their faith and their country; moreover, it was evident that Europe should be made acquainted with what had transpired. After encountering a thousand dangers and hardships they succeeded in entering Austria, and one of them, the venerable archpriest, is actually at present in Paris. It is this lady from whom we have gained the above facts, and which we also take from the Polish journal the 'Trois Mai.'

"These facts appear startling," observes the "Journal des Débats," "but, unfortunately, when Russian policy is concerned, every thing is credible. The Emperor is resolved to tolerate in his empire all his subjects in the schism. The autocrat will not tolerate any religion in his European states except his own. All resistance is treated as rebellion. We will not, however, call upon Europe to join in a crusade against the Emperor of Russia, and we have no desire to see crusaders again the times when God's creatures cut each other's throats in the name of religion. We would wish to see the spirit of tolerance, which has triumphed in civilized countries, take the place of those odious excesses. To go back to the period when Catholic armies destroyed by fire and sword the Christian sectaries of Alby appears to us a bad means of preventing the persecutions arising from Russian policy and orthodoxy."

FATAL DISEASE IN THE ECLAIR, WAR-STEAMER.

We have been favoured with the following communication relative to the unfortunate condition of the Eclair steamer, in charge of Lieut. Haraton, which arrived at the Motherbank on Sunday with the signal flying of sickness and death being on board. The admiral superintendent sent Dr. Richardson, the principal medical officer of Haslar Hospital, to ascertain what disease prevailed, and report. It appears that the custom-house authorities had placed the vessel in quarantine, and very properly, for the sickness and mortality has been awful. Very little communication has taken place, but we are enabled to state that symptoms of fever appeared in the Eclair as early as April, while in quarantine, and a great part of the crew were land-ed at Small Island fort. There thirty-one died. There being no appearance of a mitigation of the fever, a board of surgeons, consisting of the surgeon of the Growler and Eclair, with Mr M'Clean, late surgeon of the Dasher, was called together here, and they reported that it was absolutely indispensable that the Eclair should be sent home to eradicate the fever. Commander Buckle of the Growler ordered her to the north. She left Madeira on the 23d of September, and arrived in England, as before stated, on Sunday night. She has now on board eighty-three white men officers, and forty-three Kromen. There are still twenty on the sick list, and, from the following melancholy list of deaths, the progress of the fever may be traced. The Eclair is to a certain extent under the control of the custom-house authorities, who act by order of the Treasury. No reports have been made to the commander-in-chief, beyond the list of deaths now enumerated.

OFFICERS AND MEN WHO HAVE DIED ON BOARD THE ECLAIR SINCE SHE LEFT ENGLAND IN OCTOBER, 1844.

April 23.	William M'Garry, ab.	Sept. 4.	W. Harris, boy, 1st class
24.	J. Watson, ord.	5.	Mr. Gorman, master's assist.
25.	H. Cory, ab.		T. Davis, leading stoker
May 28.	W. Connor, stoker	6.	T. R. Hallett, paymaster and purser
29.	W. Forrest, marine		R. Mills, marine
	W. Kirk, engineer		J. Garraty, stoker
30.	P. Connolly, stoker	June 8.	J. Fielder, captain forecastle
July 27.	J. Hartup, ord.		F. Ward, ord.
	W. Pearson, stoker		M. Gallaghan, ab.
28.	W. Kirby, gunner R.M. Art.		J. Pope, ord.
Aug. 3.	G. Brown, ord.	8.	C. Hurtman, assist.-surgeon
4.	J. Wright, purser's steward's mate		H. Goodhugh, ab.
7.	W. Hardman, ord.	9.	W. King, captain's cook
17.	A. Col, ab.	10.	F. Cleggatt, st ker
	W. Rice, ab.		H. Sheerman, marine
23.	J. Gange, caulker	12.	T. Lloyd, boy, 2d class
19.	J. Murray, 1st clars	13.	W. Penn, boy, 1st class
23.	W. Skinner, ab.	14.	J. Sullivan, stoker
28.	W. Gardner, quartermaster	16.	W. Lee, D. Estcourt, commander
	G. Keely, stoker		T. Coleman, ord.
30.	J. Gibson, quartermaster	17.	G. Steel, ab.
Sept. 2.	T. Grange, marine		J. Warwick
	G. Caplin, gunner R.M.A.	18.	J. Lark, marine
3.	J. Dillon, boy, 2d class	19.	E. Long, boy, 2d class
	J. Athorn, boy, 2d class	20.	N. Dillon, ab.
	W. Brennan, captain's cox.	21.	J. Wills, quartermaster
4.	Mr. Symonds, naval cadet		J. Macenchy, surgeon
	W. Thomas, stoker		J. M'Dermont, stoker
		25.	C. Monks, stoker
		28.	J. Culver, gunner, R.M.A.
			B. Fudge, captain's steward
		30.	W. Thorpe, ord.
			R. Chip, R.M.A., drowned.
	Total, 61 of fever,		
	1 by accident.		

DEATH OF THE MARQUIS OF ELY.—Accounts have reached town of the death of the Marquis of Ely, at Ely Lodge, in the county of Fermanagh, on Friday evening last, after a very short illness. The "Dublin Evening Mail" contains the following particulars:—"His lordship had but lately returned to Ely Lodge, and appeared to be in the enjoyment of more than his usual health and spirits. On Thursday he experienced an attack of English cholera, and, notwithstanding the prompt attendance of the most eminent medical men in the neighbourhood, expired, to the inexpressible grief of his family and friends, in the course of the following day.

A NEW AND PROFITABLE TRADE.—The "Constitutionnel" states that a poacher who lives between Vaux and Villeurbanne, on the road usually taken by sportsmen after quitting the marshes, where the gentry of Lyons are in the habit of going in search of rail, snipe, &c., has the following sign placed above his door; —"Game is here provided for unsuccessful sportsmen." The "Constitutionnel" adds, that the poacher drives a roaring trade, and is perfectly satisfied with the patronage he receives.

RAILWAY NEWS.

The Shrewsbury and Trent Valley Company have united with the Shropshire Union.

We understand, from good authority, that negociations are in progress for an amalgamation of the projected York and Lancaster line of railway with the leading lines of Mr. Hudson and his party.

Engineering made easy.—An advertiser in the newspapers offers to make anybody capable of earning 10*l.* a week by "railway surveying and levelling," in a fortnight or less!!

St. Ives and Wisbeach Railway.—The allotment of shares in this railway took place on Thursday, although the letters have not yet, we understand, been posted. The quantity applied for appears to have greatly exceeded the number required, and on the day following the close of the list applications were received for upwards of 1700 shares! It is but fair to the committee to say that, with even-handed justice, they rejected the whole of them.

Purchase of the Regent's Canal.—The Regent's Canal has been purchased by a new railway company. The purchase money is 1,000,000*l.*, of which 500,000*l.* is to be paid down, and the remaining 500,000*l.* in three instalments, in three years. The purchase was legally ratified on Thursday. The result will be most advantageous to the present shareholders in the canal, for they will now receive 46*l.* for each share, although a short time since the shares could have been procured as low as 13*l.* The Regent's Canal begins at Paddington and terminates at Blackwall, and we shall consequently have a railway running through the heart of London, and connecting the Great Western, the London and Birmingham, and Eastern Counties railways.

The eldest son of the late Mrs. Hemans has been appointed engineer to the Irish Great Western Railway.

Swiss Railways.—The committee appointed by the Swiss government for directing the railroads in that country, has decided upon the execution of the following lines, viz. that from Zurich, Baden to Lake de Biel, and Olten to Lucerne, being in all forty-four Swiss leagues, and requiring an expenditure of 30,000,000*fr.*

Middlesbrough, Sept. 22.—A deputation, consisting of the burgomaster and other official persons of Ruremonde and Eindhoven, arrived here on Saturday. Their mission seems to relate to the railway from Zealand, through north Brabant and the Duchy of Limburg. They had a long conference with the person to whom the construction of this railway is confided.

Something like Business.—No less than eight surveyors arrived in this town yesterday, and proceeded to settle, for the purpose of inspecting the intended line of the York and Lancaster Railway. They are to be followed by another batch in a few days, so that it appears the projectors are determined to lose no time in bringing matters to a practical bearing.—*Lancaster Guardian.*

Great Ouse City Railways.—A special meeting of the provisional committee of the above company was held at Hillsborough on Thursday, the object being to take into consideration the proposed arrangement with the Dublin and Belfast Junction Company. The following noblemen and gentlemen, together with the secretary (Mr. Gordon), and the engineers of the company were present:—The Marquis of Downshire in the chairman; Lord A. E. Hill, M.P.; H. Montgomery, Esq., high sheriff; Rev. W. B. Forde, J.P., D.L.; Robert Batt, J.P., Matthew Forde, A. W. Beauclerk, J.P., Esqrs.; A. H. Montgomery, J.P., D.L., &c. The conditions acceded to by the Junction Committee were submitted to the committee, and after a short discussion were unanimously and cordially approved of, as the basis on which the connection of the two companies should be formed. On the motion of Mr. Keown, a deputation was appointed to proceed to Dublin, with full power to conclude the negociation, and arrange all the minor details. Mr. Rastrick's consulting engineer, attended for the purpose of giving such information as might be required as to the progress of the surveys, &c. He gave a most gratifying account of those portions of the line which he had examined.

The Tay Ferries.—The Scottish Central Railway Company have purchased the rights and claims of the Dundee Bank for the sum paid by them to the Exchequer, together with the amount of their own bonds and interest to this date. We understand that it is the intention of the Scottish Central to make a branch from Stirling to Newport, where it will join the Tay Ferries.—*Dundee Advertiser.*

Perth and Crieff.—The provisional committee met on Tuesday for the allocation of shares. Instead of 8000, they had applications for 70,000. To supply applicants as far as possible, we understand they increased the number of shares to 12,000.

Enfield, Edmonton, and Eastern Junction.—This line is intended to commence at Enfield town, and to form a junction with the Eastern Counties line at the Edmonton station, crossing the turnpike road at Lower Edmonton, where a station will be placed for the accommodation of that neighbourhood. The line will be three miles in length, over a uniform level surface. Considerable traffic is expected to be drawn from Northaw, South Mimms, Potters' Bar, Hadley, Chipping Barnet, East Barnet, Cock Forsters, Southgate, and Winchmore Hill, and a direct communication is expected to be opened with the markets and villages north of Enfield. Capital, 30,000*l.* in 1500 shares of 20*l.* each.

Northampton, Lincoln, and Hull.—The objects intended to be accomplished by this undertaking are—First, the supply of local railway accommodation to Northampton, Kettering, Uppingham, Oakham, Grantham, Lincoln, and other districts embraced in the line. Secondly, the benefit of railway communication with the metropolis to a district of country upwards of fifty miles in length, at present unprovided with that accommodation. Thirdly, the completion of the chain of railway communication between the Severn and the southern and western counties, and the north-eastern district of the kingdom, and the Humber and its ports, including that of Hull. Commencing at the town of Northampton, in conjunction with the London and Birmingham, and the lines of railway proposed to converge at that town from Cheltenham and the west, from Worcester and from Warwick, the line will proceed in a direct course to the market town of Kettering, by which place all the line of railway now competing for the traffic between London and Manchester propose to pass. It will then proceed also in a direct course to the market towns of Uppingham, Oakham, and Grantham, on to Lincoln. At Lincoln the line will fork, and proceed on the one hand in a Northerly direction to the port of Gainsborough, and on the other by an Easterly course to the market town of Market Rasen, on to the port of Great Grimsby. By a union with the Sheffield and Great Grimsby Junction Railway at Market Rasen, a direct and uninterrupted chain of communication will be established between all the above-mentioned districts and the town and port of Hull. The Kettering line will unite with that one of the new competing schemes passing that town from Manchester and Leicester to London, which should be successful before Parliament. Capital 2,000,000*l.*, in 100,000 shares of 20*l.* each.

Great Western Extension Atmospheric.—This undertaking is to connect, by a direct line, the towns of Exeter, Barnstaple, and Ilfracombe, and thereby to bring the two latter places and the surrounding districts into railway communication with the metropolis. This design is to be carried out by taking a diagonal line across the country, commencing at Exeter, on the Crediton, pursuing the valley of the Taw to Chumleigh, and then proceeding through Barnstaple, Braunton, Knowle, and West Down, to Ilfracombe, with branches to Bideford and South Molton. It is also part of the project that the port and harbour of the western terminus should be enlarged and improved. The country embraced in the scheme is exceedingly rich and productive, and the total length of the line will not exceed fifty-five miles. The atmospheric principle is to be adopted. The proposed capital is 950,000*l.* Mr. John Taylor is the engineer, and Mr. Samuel Hughes, of Westminster, the consulting engineer.

Ashburton, Newton, and South Devon Junction.—This line is intended to commence at or near Buckfastleigh, and to join the South Devon Railway at Ford, near Newton, a distance of ten miles. The population of the district to be benefited amounts to 16,000; the line, it is said, presents no engineering difficulties. The directors of the South Devon Company, with the authority of a general meeting of their proprietors, have agreed to take shares to a considerable amount, and are acting in co-operation with the provisional committee. The arrangements with the South Devon board embrace a provision for leasing the line, on its completion, to that company, and provide for the supervision of the planning and construction of the line by Mr. Brunel. The capital is 130,000*l.*, in 5200 shares of 25*l.* each.

Lord Worsley, the chairman of the Great Grimsby and Sheffield Railway Company, has joined the committee of the Derby and Gainsborough and Great Grimsby Company, and is expected to be the chairman of that company also. The shares of the first named company are at a premium of 21*l.*, and those of the Derby and Gainsborough are rising rapidly.

Regent's Canal.—A meeting of this company was held on Monday at their rooms in the City Road, for the purpose of considering an agreement entered into by the committee of this company with the Central Railway Junction Company. The chairman (Mr. Parker) called on the secretary to read the terms of the agreement, which was to this effect—that 500,000*l.* was to be paid as "caution money," in case the railway company did not fill up its lists by the 31st of December; that, in the event of their bill passing, 500,000*l.* was to be paid to the canal company, with another sum of 500,000*l.*, to be liquidated in yearly instalments; that, in the event of the bill being defeated on the standing orders, 10,000*l.* was to be paid to the canal company; and in case it should be lost on the merits, and that it was intended again to submit it to Parliament, 100,000*l.* should be forfeited to the canal company. This agreement was approved of by the vast majority of the proprietors. Seven or eight, however, supported an amendment to the proposal, that the seal of the company should not be affixed to it, on the ground that the deposit money should be 50,000*l.* instead of 500,000*l.* To this suggestion it was answered that the railway company proved the bona fides of its undertaking by giving such a sum as 500,000*l.* to the proprietors of the canal company for the transfer of their property; that the first payment, 500,000*l.* was equal to the value of the canal property (the shares being now at 25 premium), and that the additional 500,000*l.* was clear gain. The committee of the canal company also declared their reliance on the power of the railway company to fulfil their engagement in every particular. The meeting concluded by adopting a resolution to the effect, that it should be made a future meeting provision should be made for the security and servants of the establishment of twenty years' standing.

Shrewsbury and Wolverhampton.—A meeting of shareholders in this company was to have been held on Tuesday at the London Tavern, and a stormy discussion was anticipated, on account of the alleged improper conduct of the directors. The advertisements calling the meeting were signed by a Mr. Smith, but not a single person made his appearance.

The subscriptions for the testimonial to George Hudson, Esq., M.P., amount to the enormous sum of upwards of 10,000*l.*—*Newcastle Journal.*

Tours, Sept. 28.—The works on the Orleans and Tours Railway are going on with great activity, and it is expected that the line will be opened about the end of the present year. The viaducts at Tavers and at Bungeney, which for some time were a great cause of delay, were completed in the first week of September. The works are now going on rapidly, and double gangs work night and day. Some difficulties, which arose between the contractor and the proprietor of a great extent of land near Blois, have been arranged, and there is nothing else likely to stop the progress of the works. It is said that about the 15th of October a single line of rails will be laid down the whole way between Orleans and Tours.

Terms of arrangement have been entered into between the Eastern Counties and Eastern Union Company; by which the Eastern Counties Harwich line is abandoned, and the Eastern Union Harwich line is no longer to be opposed. This must be a subject of congratulation to the Eastern Union, as well as the Eastern Union Extension.

Welsh Midland.—Mr. Robert Stephenson and Mr. Gibbs, the engineers of the company, are now upon the line, definitely fixing all matters of detail, and determining the case with which the company shall enter Parliament. Mr. Stephenson proceeded to Worcester on Thursday last, and will personally inspect the entire line previous to his return. Although we have no official authority, we are "Silurian," for announcing the fact, we are enabled to state that a bargain for the purchase of the Brecknock and Abergavenny Canal has been effected by the Welsh Midland Railway, subject to the ratification of a general assembly of the Canal Company.

Scottish Central.—Ground was first broken last week in the neighbourhood of Stirling, and everything is in train for vigorous operation.

Lancaster and Carlisle.—The management of the Lancaster and Carlisle Railway Company are on the eve of coming to an immediate arrangement with the Whitehaven and Furness Railway, to lease their line upon terms highly advantageous to both companies. The whole length of the Whitehaven and Furness is thirty-two miles. This will be constructed for 350,000*l.*, or about 10,000*l.* per mile; a very moderate traffic will thus pay a large dividend. If the weekly earnings of the Whitehaven and Furness should be only 1000*l.*, it will pay 10 per cent.; but this, at present, is much under the estimated amount of traffic upon a line of forty-two miles, with such a port as Whitehaven for one of the termini. *Carlisle paper.*

Blackburn, Darwen, and Bolton.—The commencement of the cutting of this line took place on Saturday, by William Henry Hornby, Esq., the chairman of the board of directors. The chairman raised the first earth at Over Darwen. The operation was performed with a highly-polished steel spade with a mahogany handle, on which was engraved the following inscription:—"With this spade William Henry Hornby, Esq., chairman of the board of directors, cut the first sod and commenced the works of the Blackburn, Darwen, and Bolton Railway, at Over Darwen, on Saturday, September 27. 1845." A large number of shareholders and persons interested were present.

Railway Projects.—All railway projects come under the cognisance of an Act of Parliament which came into operation in November last, for the regulation of joint stock companies. The Board of Trade has the direction of the registration, and certain fees are demanded. A fee of 5*l.* is paid for a "provisional registration," and, considering the many projects which have been commenced, a considerable sum must already be paid. Some very astounding returns connected with joint-stock companies are required to be presented to Parliament. By another Act which took effect at the same time, a speedy remedy is provided against such companies, and individuals are made liable where proceedings against a company are taken. Among the provisions of this first Act there is a penalty of 10*l.* fixed against persons who advertise the name of an unknown or opulent individual as connected with an undertaking, when his sanction has not been obtained. The Acts are respectively the 7th and 8th Victoria, chap. 110 and 111.

Lincolnshire and Eastern Counties Junction.—The capital of this Company is 2,400,000*l.*, in 96,000 shares. The object is to supply the most direct communication between Hull and London, forming at Cambridge a junction with the Northern and Eastern Railway. Several most important branches are also contemplated, and the saving between Hull and London will be seventy miles over the present line, and thirty-five over any others contemplated.

Great Western, Brentford, and Central Terminus Junction.—This line is intended to bring the Great Western into connection with a terminus near Charing Cross. This plan, if carried out, will, in conjunction with the Thames Embankment Company, unite the gigantic scheme for the improvement of the navigation of the river, recommended by the Metropolitan Commissioners, with the important object of affording railway communication to the very populous district through which the line passes, as well as bringing the immense traffic of the West of England into the heart of London.

Direct London and Manchester.—Much as has been written on the subject of expected reaction, it has produced no effect in the way of payments of deposits on railway projected lines. The deposits on the Direct London and Manchester have, it is understood, been paid up. The deposit was the largest that has ever been called for, and the payments, it is confidently stated, approach to nearly half a million of money! We have heard it stated that they exceed 450,000*l.* It would seem that capital exists to a much larger extent than is generally supposed; and, from this extraordinary payment on account of one company, it would appear that there is good ground for believing so. There is a growing conviction evidently in favour of direct lines between important termini.—*Railway Director.*

A negotiation is now pending for a junction between the Waterford Company and the Galway and Ennis Company, with the view of bringing both under one direction, and connecting the advantages of the united company with the improvement of the harbours of Waterford and Galway.

Sir Charles Pasley has arrived at Waterford, to examine and report, by order of the Lords of the Treasury, upon that portion of the line of the Waterford and Limerick Railway near Waterford.

A coalition is about to take place between the Great County Down and the Belfast and Dublin Junction Railway Companies, which will be of vast importance and benefit to both companies and to the public at large.

At a meeting of the proprietors of the Coventry Canal, held in that city yesterday, Mr. W. S. Dugdale, M.P., presiding, it was resolved—that the support of the line be given to the projected Oxford, Coventry, and Burton-on-Trent Junction Railway Company—which resolution was carried. Most of the canal proprietors present consented to act on the provisional committee of the railway, and Mr. Dugdale consented to become chairman. The object of the day was, in fact, to convert the canal into a railway.

The iron railway from Wandsworth to Croydon was opened to the public for the conveyance of goods on July 26. 1803. The committee went up in waggons drawn by one horse, and to show how motion is facilitated by this ingenious and yet simple contrivance, a gentleman with two companions drove up the railway in a machine of his own invention, without horses, at the rate of fifteen miles per hour.—*Annual Register for* 1803.

Dublin and Liverpool.—The Grand Junction Company have made arrangements with the Irish Great Western Railway for extending their line from Mullingar to Galway, thereby giving the most direct line between Dublin and Galway. Several of the Grand Junction directors join the board of the Irish line. In addition to the above, arrangements are also in progress with a powerful steam-boat company to complete the connection between the countries; so, in fact, as to afford the best road from Galway to London through Liverpool, under a united direction. Powerful vessels on the screw principle are to be laid down, whereby (coupled with an acceleration of the express trains) the transit from Dublin to London will be performed in fourteen hours. It has further been arranged that the joint fare shall be so regulated as always to be 1*l.* less from Dublin to London *via* Liverpool, than *via* Holyhead.

Locomotive Manufactory at St. Petersburg.—There exists in the capital of Russia an immense establishment of the above description, belonging to Messrs. Eastwick and Harrison, of Philadelphia, who have entered into a contract with the Russian government to furnish all the machinery necessary for the construction and working of the various railroads that will traverse the empire. They employ at St. Petersburg not fewer than 3000 workmen. To keep in good order this congregation of men, composed of Americans, Germans, Englishmen, and Russians, a company of soldiers is always stationed at the manufactory, and a special body of police is employed to attend there. For turbulent conduct, if foreigners, are dismissed at once on any grave contravention of the regulations; and if Russians, they are tied up to a triangle and whipped with the knout. Mr. Eastwick and Harrison have several times protested against this mode of punishment, but unavailingly.

The Paris "Siecle" and "Presse" complain of the disastrous consequences for trade and industry arising from the indefinite adjournment of the adjudication of the new railroad lines. "The remedy to that evil," says the "Presse," "was known daily, is very simple—the minister must dispose, within the shortest possible period, of the most extensive lines—Strasburg, Lyons, and Avignon. The delays with which Lyons and Avignon are menaced may be abridged. The inquiry relative to Lyons is terminated, and that respecting the Grenoble embranchment of the Avignon road may be brought to a speedy close; but it is the duty of the minister not to postpone the adjudication until the passage through Lyons and the course of the Grenoble embranchment shall be definitively fixed. It is quite sufficient for that purpose that the conditions of the contract should exonerate the minister from all responsibility, by imposing upon the companies the obligations most onerous to them, with a proviso that the administration, after hearing the objections of the lessees, may introduce such modifications as may be deemed indispensable. Is it not absurd to presume to decide in a definitive manner two points so important as the passage through Lyons and the course of the Grenoble embranchment, without consulting the companies charged with their execution (which companies do not yet exist), and without having sufficiently examined the ground? Capital to a considerable amount, hastily displaced and lying idle in the coffers of the new companies, produces a real embarrassment, and may cause a general panic, the fatal consequences of which are incalculable. The government ought to appreciate that menacing situation, and remedy it as soon as possible, by announcing for the end of October, or the beginning of November at the latest, the adjudication of the three lines of Strasbourg, Lyons, and Avignon. Any delay, particularly at his period of the year, when large payments are generally effected, would expose the ministry to a serious responsibility."

Paris and Lyons.—Eleven companies; namely—Lafitte, Blount, and Co., 200 millions; De l'Union, 200 millions; Gannneron, 200 millions; Calon the younger, Lapluinne, and Dupont du Sud Est, Messageries Royales, Decan, Chastellux, Ossian Verdeau, and Indépendante, each with a capital of 100 millions; and

Lyons and Avignon.—Eight companies; namely—Lecointe des Artes, 110 millions; Talabot, 110 millions; Meridionale, 80 millions; Chastellux, 110 millions; Grimod, 110 millions; Odiot, 4,400,000*l.* amongst the English directors connected with which are Mr. Hudson, M.P.; Sir J. Bathoe, M.P.; and Mr. J. L. Ricardo. "The nominal capital of these companies," says the "Chemins de Fer," "collectively amounts to between four and five milliards of francs, whereas the amount required for the execution of the lines is only 500 millions. Supposing the deficiency to be left to be filled up, and a deposit of one tenth made immediately by the subscribers, there will be taken from circulation for two or three months or more nearly 500 millions instead of 50 millions, supposing that only one company existed for each of the intended lines. This large drain of capital must have considerable effect upon the money market. Several more new companies for lines which will not be adjudicated during the present year are talked of."

New Companies.—The following is a summary of the new companies, 35 in number, proposing to enter the field next session, as competitors for ministerial concession.

Paris and Strasburg.—No fewer than eight companies have started for this line; namely—Gannneron, capital 125 millions of francs; De l'Est, 125 millions; Bethel, 125 millions; Gentil and Fol, 125 millions; Caumont Laforce, 125 millions; Donadieu-Vielle, 125 millions; Fury Hérard, 130 millions.

Tours and Nantes.—Six companies; namely—Mackenzie and Co., 60 million francs; Carette and Minguet, 35 millions; Drouillad, 35 millions; Ralgueconrt, 34 millions; O'Neil and Co., 60 millions; Jacques Lefevre, 35 millions.

Ceril and Saint Quentin.—Five companies, namely—Cyaneus, 35 millions; Carette and Minguet, 30 millions; Colbert, 35 millions; Arnoux, 35 millions; Fiury Herard, 49 millions.

By a decree of the Minister of Public Works of France, Baron de Condé, auditor of the State Council, has been appointed permanent commissioner of the concessionary company of the railway from Orleans to Tours. A second commissioner will be appointed for the section from Tours to Bourdeaux.

The line of the Kendal and Windermere Railway in the immediate neighbourhood of Kendal was marked out last week, and the work will in all probability be finished about the same time as the Lancaster and Carlisle Railway. A survey has been made of the projected deviation. It is now supposed that the junction between this line and the Lancaster and Carlisle will pass through Kendal, and afford that town the benefit of a station.—*Carlisle Journal.*

Bedfordshire, Hertfordshire, and Essex Junction.—This line will commence by a junction with the London, Birmingham, and Dunstable Railway at Dunstable, in the county of Beds (with a branch from Dunstable to Tring), and terminate at the port of Maldon, in the county of Essex; accommodating the towns of Dunstable, Luton, Wheathampstead, Hertford, Ware, Harlow, Chelmsford, and other intermediate towns and villages. It is intended to afford to the eastern counties a direct communication for passengers and goods with all the northern and western districts of England, thereby avoiding the at present expensive and circuitous route by way of the metropolis; and, by means of the Eastern Counties Railway, will connect Birmingham with the midland districts with the important harbour of Harwich. Capital, 1,000,000*l.* in 40,000 shares of 25*l.* each.

PROSSER'S RAILWAY GUIDE AND SAFETY WHEELS,

NOW IN USE ON AN EXPERIMENTAL RAILWAY ON WIMBLEDON COMMON.

The objections in the way of a more perfect development of the railway system are found in the great cost, and in the extreme danger of the iron rail and its attendant locomotive apparatus. The atmospheric mode of traction has done much to remedy these evils; but although a safe and relatively a cheap system, it is still a costly one. In the view of such circumstances we may say with a late railway writer, "How many small towns and villages will sooner or later be blotted from the map of England, unless a more economical system be introduced." The villages, hamlets, and farms of the rural districts require railway accommodation, and the poorer countries of Europe need to be united by the iron road; but the cost, at the present time, shuts them entirely from the civilising privilege. Happily, however, it holds good in this case, that "the will has found a way," and that a means of meeting the difficulty has been devised. Wooden railways are to supply the poor with locomotive power; and Mr. Prosser's "guide and safety wheels" are to obviate all the practical difficulties attending the use of them. This statement is founded not merely on experiments or paper conjectures, the ordinary modes of introducing new inventions to public notice, but it is made from the actual daily working, ever since the 18th of June, of a fully appointed train, travelling at from twenty to twenty-five miles an hour over gradients of the third class, and round curves of ten chains radius and less. All this may be seen: go when you will, to Wimbledon Common, between the hours of one and six daily, you may command the use of the train, to make any experiments that may suggest themselves to your mind. Many experienced engineers have gone down to Wimbledon, with minds prejudiced against the system, and have, after their visits, been constrained to allow, not only that there is something, "but *much* in it." It is of course the interest of some parties to cry out against wood, but can they cry out against safety? Who that reads the almost daily accounts of fearful railway accidents, chiefly owing to trains running off the way, but would not, if he has a spark of humanity remaining in his composition, do all in his power to mitigate, if not entirely to prevent, so great and crying an evil? Safety is a great point in Prosser's system: the guide wheels are so admirably suspended from the carriages, that if the train inclines to one side or the other, it is entirely prevented from getting off, even though a piece of wood or other substance be placed across one of the rails; while the cylindrical bearing wheels keep their even course on the top surface of the wooden rails, instead of grinding down the edge of the rails, as in the case of the conical flange wheel on the iron rails: moreover, the bearing wheels revolve on their axles; each wheel therefore, in rounding a curve, observes its natural course; thus grinding and destruction are prevented. Indeed, from experience, it is found that the rails on Wimbledon Common are not worn at all by the constant passing of the train over them.

With these introductory remarks we proceed to describe, in detail, Mr. Prosser's invention.

Many improvements have been made in the construction of railways since their first introduction, and experience daily suggests some mode of overcoming difficulties and impediments that still exist. The chief attention of engineers has been directed to improve the mode of locomotion, and accelerate the speed of trains of carriages. Very little attention was paid to the advantages of improving the mode of guiding carriages along the rails, and diminishing the friction and wear and tear of machinery, until Mr. Prosser's patent for guide wheels came out. The first idea of the patentee was certainly to invent such a mode of guiding carriages along the rails as should enable him to construct cheap lines by the substitution of a cheaper material for rails than iron; but the advantages derived from the substitution of a guide wheel for the flange on the bearing wheels is equally applicable to iron rails as to any other material. The invention being simple, a short description of the guide will suffice to give the public some idea of their construction.

The four principal wheels which support the carriage are without flanges, and present a perfectly flat surface to the rail. It is evident that, upon encountering the slightest curve in the rails, these wheels would be quite inadequate to keep the carriage upon its destined route. The remedy provided is in four extra or anti-friction wheels; these are placed two in front and two behind the carriage, upon axles at an angle of forty-five degrees; a deep groove, formed by two flanges, is made in their circumference, exactly corresponding to the inner and upper angle of the rail, and thus they serve as the guiding wheels to the whole machine. When the railway is in the direction of a right line, only one of each pair of bevel wheels can be in action at the same time, according to the tendency which the carriage may have to move on either side from the centre of the rail. On a curve, the difference is simply that the outside bevel wheel of the front pair, and the inside one of the back pair, come into play, and counteract the disposition there is in the carriage to fly off at a tangent with the curve.

Another very important function performed by the bevel wheels is, that in case of an accident occurring to the running wheels, they would act as supporters to the carriage, and carry it on in safety.

The truth of this assertion has been clearly demonstrated by experiments made on the trial line at Wimbledon Common. When the forewheels of the steam carriage were removed, it ran without them at full speed, throwing the whole weight of the front portion of the carriage and its passengers on the bevel or guide wheels.

The speed attainable on so short a line is of course limited; but the power given to the engineer on the wood (for this line was laid with wooden rails) enables him to drive it at the rate of twenty-six miles an hour, and to stop the carriage in a distance of twenty-four yards.

A curve of 600 feet radius may be traversed with safety at a speed of twenty-five to thirty miles per hour by means of the bevel wheels.

By the adoption of these guide wheels the annual expense of working a line will, it is said, be materially diminished; the wear and tear of engines and carriages resulting from the continual abrasion and oscillation, which is caused by the flange wheel, will be obviated. In using the flange wheel a great loss of power is sustained consequent on the continual friction produced by the flanges against the edge of the rail. An experiment to test the difference in power required to propel a carriage fitted with the guide wheels, and one with the usual flange wheel, was made last autumn on the Hayle railway, in Cornwall. A loaded truck fitted with the guide wheels, and divested of the flanges on the bearing wheels, was found to be propelled with *one fourth* less power than a similar truck equally laden, but with the usual flange wheel, thus clearly demonstrating the advantages of the guide wheel in saving of power. The only obstruction to running carriages with the guide wheel upon the railways already constructed, are the form of the chairs, which coming within an inch and a half of the top of the rail, do not give sufficient depth for the groove of the guide wheel. In railways about to be made, the substitution of a chair, with the inner cheek lower, will enable the managers to run their trains with either the guide wheels or the flange, so that it would not prevent trains from other railways unprovided with the guide wheels from travelling over their line, although they for economy may themselves adopt the guide wheel.

In traversing curves the advantage is still more apparent. In the present arrangement the flanges of the wheels grind with great force

VIEW OF A TRAIN OF PROSSER'S PATENT GUIDE WHEEL CARRIAGES TRAVERSING A CURVE AND DESCENDING AN INCLINED PLANE ON A WOODEN RAILWAY.

against the edge of the outer rail, and produce an increased strain on the axles and other portions of the carriage, and each concussion acts with more or less injury on the machinery of the engine, the flange wheels being of necessity connected with it. Here, by the substitution of the bevel wheels, the line of direction is altered with greater ease, and without affecting the driving or running wheels of the engines or carriages.

Another great advantage by the adoption of the patent guide wheel, is their enabling carriages to travel over a line of railway with rails of less cost than iron—such as wood; also to reduce the expenses of making the line.

The cost which has hitherto attended the formation of railroads averages 25,000*l.* per mile, being 2600 miles, at a cost of 63,500,000*l.* A few of these (where the traffic is great) work at a profit; there are others that pay common interest; while there are some that make no return whatever to the shareholders. Under these circumstances it is obvious that branch or shorter lines of railways cannot be laid down on the present system without, in many instances, a great sacrifice of capital. It follows, therefore, that the introduction of an economical plan would enable all provincial towns to have an expeditious means of access to the metropolis, or to the existing lines of railway, and thus place them on an equality with other rival districts.

The rails may be made of beech, or other hard English timber, six to eight inches square, let into wooden sleepers, and secured by wooden wedges, forming one great frame or wooden grating of longitudinal and cross-sleepers.

The bite of the wheel upon an iron rail depends much on the weight of the engine. It is generally made to weigh from sixteen to eighteen tons, which, on moderate gradients, and at a speed of twenty or thirty miles per hour, enables it to draw from eighty to a hundred tons. The carriages are built to weigh about three tons: this strength is found necessary to withstand the concussion, abrasion, and oscillation.

An engine weighing ten tons, running on wood, will have more tractive power than one weighing eighteen tons running on iron; and as the concussion and abrasion on wood is so trifling, carriages built to weigh one and a half tons will be as strong as those having to run on iron weighing three tons.

An important question connected with this subject is the durability of the material of which the rails are composed.

The engine on the Wimbledon experimental line weighs about six tons; it passes over the rails upwards of fifty times every day in every variety of weather, which is equal to the traffic of any railway. The rails consist of Scotch fir; they exhibit no appearance of wear from the friction of the wheels on the upper surface, the saw marks not even being effaced; nor have the bevel wheels exercised any abrasing effect on the edges, which remain as sharp and well defined as they were when first laid down.

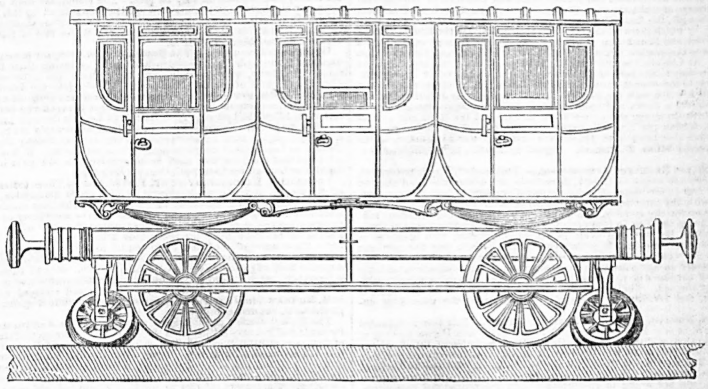
The capability of wood to sustain the strain to which it must necessarily be exposed, especially when moving over it at high velocities, has been satisfactorily proved by the experience of the Great Western and other railways, where continuous longitudinal sleepers of wood have been employed, and experience has shown that the solidity of the road is much greater than when the iron rails were attached either to stone blocks or transverse wooden sleepers. In proof that wooden rails cut from beech will bear the wear and tear of trains passing over it, it is well known that beech cogs have been known to last eighteen to twenty years when working in gear with an iron wheel.

The rails in the Vauxhall line are metallised by Sir W. Burnett's process for preventing dry-rot and decay of timber.

Scotch fir, if subjected to pressure, will crush at ten tons; while beech (the wood recommended for railways) will bear a pressure of eighty-two tons before it begins to yield.

Some of the impediments with which railroads have to contend are, the undulations of the country, and the necessity of diverging from a right line in order to obtain the traffic of important towns.

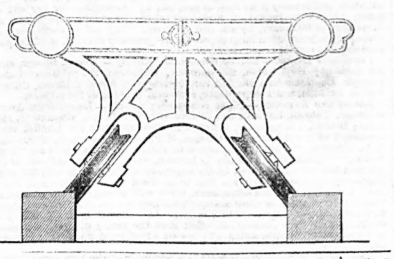
These obstacles can only be overcome by an enormous outlay of capital in making the required excavations and embankments, or by the oftentimes ruinous system of tunnelling; and, after all, inclines of greater or less gradients are unavoidable, and prevent the line being worked economically. Curves on iron railroads are highly



SIDE ELEVATION OF A RAILWAY CARRIAGE FITTED WITH PROSSER'S GUIDE WHEELS.

prejudicial, especially if the radius be small, as the wear and tear becomes proportionably increased.

Now, by the introduction of Prosser's plan, the evils arising from the obstacles alluded to would be very materially diminished; for, in the first place, the surface resistance obtained by the elastic character of wooden rails, enables a train to be propelled up inclines, with much greater facility and ease than on rails constructed of iron; and the peculiar construction and arrangement of these patent guide



END VIEW OF A RAILWAY CARRIAGE FITTED WITH PROSSER'S GUIDE WHEELS.

wheels give a train the power to traverse curves with comparative ease, which would not be attempted on the present system.

The cost of making railroads depends much on the quantity of ground to be removed: it is obvious that if embankments to any extent can be avoided, a great saving would be effected; the subsequent expense of keeping them in repair reduced, delays in the traffic from slips and from sinking of sleepers avoided, and the danger to passengers lessened, as, from the latter cause, many lives have been sacrificed.

The advantages of wooden railways thus constructed, in point of economy, durability, and as feeders to the great and central lines already formed, must be apparent to every one who has given the subject any consideration.

Thus long lines of railways may be laid down with iron rails, whilst the feeders from different towns within their reach may be accommodated with railway communication at an expense that their more limited traffic will warrant the proprietors to incur.

These branch railways will pour into the main lines a great accession of traffic, and yield to the enterprising promoters of them a large and certain profit on the money expended in their formation; it is therefore to the interest of railway proprietors to be among the great supporters of the plan.

The result of a series of experiments made to ascertain the proportionate power of the bite of wood over iron, has fully borne out the assertion of the patentee, that the bite of the driving wheel on wood is nearly double that on iron.

On the surface of an iron wheel four feet diameter, a lever eight feet long was placed, with a weight of seven pounds attached to the lever three feet from the centre of the axis of the wheel; the surface of the lever being iron at the tangent of the wheel, it required a weight of twenty-eight pounds attached to the crank to make it revolve. On substituting a wood surface for the iron one it required a weight of forty-two pounds.

Another experiment confirmed the result with the iron surface; a weight of twenty-eight pounds attached to the spoke of the wheel at a distance of six and three quarter inches from the centre, made it revolve; whilst, with a wood surface, it required the same weight, to be attached to the spoke at a distance of eleven and a half inches from its centre; thus clearly demonstrating that the power obtained by the bite of the wood is nearly double the bite of iron.

William Cubitt, one of the first railway authorities, is quite in favour of wooden rails for particular purposes, and under particular circumstances: "when the price of iron is high," says this eminent engineer, "I would certainly use wooden rails; and for atmospheric railways, the wooden rails are especially applicable."

"Mr. Sims, engineer to the Indian Government,' inspected the Wimbledon wooden way just before his departure to the East, in company with a railway engineer of long standing, to whom he communicated in a letter his opinion on this important subject. He was much pleased with the results of his examination and experiments, one of which was to stop the train suddenly, first on the iron, then on the wood, when going at the rate of twenty miles an hour: the result was, that, on the iron, the complete stoppage of the train was effected in eleven seconds; while on the wood it was effected in eight seconds. This experiment was repeated, and precisely the same result was produced the second trial."

BATHS AND WASH-HOUSES FOR THE POOR.

OPENING OF THE ST. PANCRAS ESTABLISHMENT.

Pent up by their occupations in the midst of London, a large proportion of its vast population can only on rare occasions find time to go to the necessary distance to obtain the advantage of a bath, and the comfort of a clean skin; and when they do so, they find the greatest impediments in their way. They are now prohibited from bathing in the Thames. The Lea and Serpentine rivers are only open to them at particular hours. The comfort of a warm bath is placed out of their reach by its costliness, and to procure a warm bath at home, which is never thought of except when disease makes it necessary, is almost an impossibility. Under these circumstances it is not surprising that they scarcely ever indulge in a practice so essential, as bathing, to health and to the full enjoyment of life.

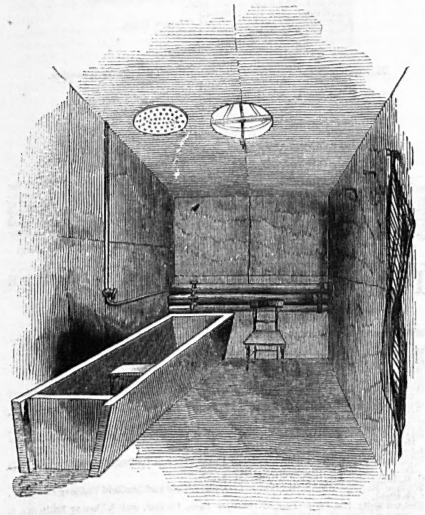
In addition to this want of accommodation, in a matter so much affecting personal cleanliness and health, the family of the labouring man sustains the greatest inconvenience by the manner in which the washing is done at home. In the one close room in which the family is frequently found to live, even if the wife is lying-in, or there are sick or dying persons in it, the whole of the washing must now be done. There the fire must be made, the water boiled, and the clothes washed, dried, and ironed, and the process often occupies several days. It is needless to dilate on the misery which this must occasion; and it cannot be doubted, that the habitual want of cleanliness of many of the labouring classes is an inevitable necessity resulting from a choice of evils.

The various medical and official reports on the condition of the poor, which have lately been published, may be referred to as proving that disease is constantly aggravated to a fearful extent, and death itself frequently occasioned, by the practice from which the poor cannot escape, of washing their clothes at home; and daily experience shows, that the amount of dirt which the poor in large towns are compelled to put up with, has a most seriously detrimental effect on their physical, social, moral, and religious condition. Those whose occupation it is to attend to the moral and spiritual improvement of the labouring classes are compelled to confess, that the physical circumstances by which they are surrounded are such as to interpose the most fearful obstacles to their labours.

The corporations of Liverpool have lately built baths and wash-houses for their poor, and are on the point of building more, the experience of about two years having satisfied them of the great advantages derived from the use of their existing establishment. In Edinburgh, Glasgow, Aberdeen, Dundee, Paisley, Greenock, Manchester, Bolton, and Ashton-under-Lyne, the example of Liverpool is already more or less followed.

It is proposed to carry out in London, on an extensive scale, the plans, of which the success and usefulness have thus been so fully confirmed; and, if such a plan should be found most advisable, to begin with forming four model establishments in populous districts; three on the Middlesex side of the river, and one on the Surrey side, for the above-mentioned purpose; the number of the establishments to be increased from time to time as circumstances may permit. It is also intended to afford assistance to such districts or parishes as may be disposed to form similar establishments in their respective localities.

The first of these model establishments has just been completed in St. Pancras. In that populous district, the committee of the Society for establishing Baths and Wash-houses for the Labouring Classes have been enabled, by the liberality of the directors of the New River Company, to procure, at a nominal rent, an excellent site for their establishment, on a portion of vacant ground at the base of the reservoir in the Hampstead Road. We have visited the baths and wash-houses, and have pleasure in bearing testimony to the excellency of all the arrangements. In the several ranges of buildings there are forty-eight baths, twenty-four for men, and the same number for women, each of them large enough for a person to undress, and bathe, and dress in. Each of the bath-rooms has in it a bath, a seat, and a looking-glass. The bath is a tub, about as long as a man, and about two feet wide, and two feet deep. This bath is filled with either hot or cold water, as the bather pleases. The lowest price is ONE PENNY if the water is cold, and TWO PENCE if it is hot. Every bather has about 80 gallons of clean water. As soon as the water has been used it is run off into a drain, so that *the same water cannot be used twice.* There are to be



THIRD CLASS BATH.

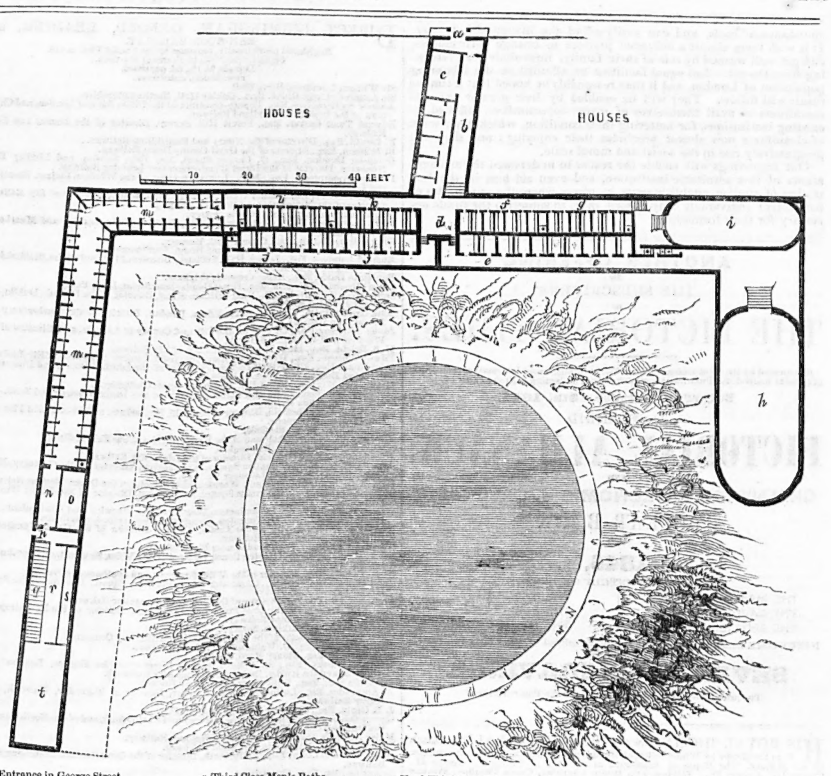
some larger baths, where a woman may wash all her children under 10 years old, and she will only have to pay the one penny for cold, or the two pence for hot water, as if she had bathed alone. There are cheap shower and vapour baths, and some sixpenny baths are contemplated. The difference between the two sorts is to be in the fitting-up of the rooms, the bath itself being the same in each case. A *clean towel* is found for *every bather.*

The beneficial effects of these baths is very great; a clean skin is not only very pleasant, but helps to keep people in good health. When people who work hard get a thorough good wash all over, the comfort of it is *very great.* They are set up again for their work in a way that *surprises them,* if they have not been used to it. The Bishop of London said at the public meeting at the Mansion House, last October, that when he went to see the baths and wash-houses at Liverpool, he heard a labouring man, who said, when he came out of a warm bath one Saturday night, — "*Why, I feel as if I could do another week's work, now I've been in the bath.*"

In Edinburgh, the working men are having baths built for themselves, mainly at their own expense.

There are many diseases which are brought on by having a dirty skin, but which are put down to other causes. A good wash, every now and then, does better than physic, for it helps to stop sickness; and every body knows that "*prevention is better than cure.*"

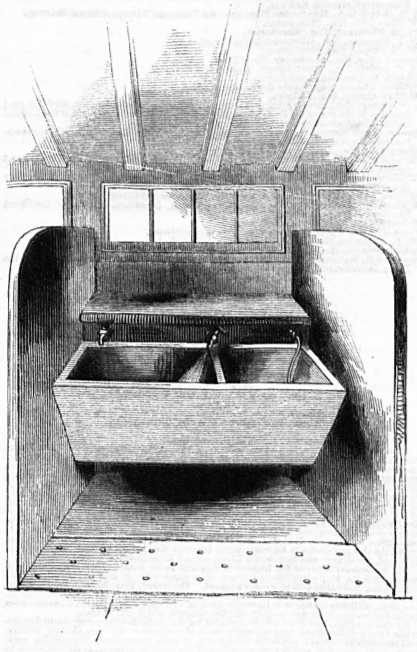
The charges at the wash-houses are also very small. There are a couple of tubs for every woman who wishes to wash her family's clothes, and other things, there. The first washes her things in one tub, then they are boiled in the other to extract the dirt; then she



a Entrance in George Street.
b Passage to Receiving Room.
c Committee Room.
d Receiving Room.
ee First Class Men's Baths. Second Class Men's Baths.
g Third Class Men's Baths.
h First Class Swimming Bath.
i Second and Third Class Swimming Bath.
j First Class Women's Baths.
k Second Class Women's Baths.
l Third Class Women's Baths.
mm Washing Room, containing Sixty-four Double Tubs.
n Passage.
o Room for Hot Water and Steam Apparatus.
p Waiting Room with exit-door for Women into Charles Street.
q Drying Closet.
r Drying and Ironing Room.
s Ironing Board.
t Additional Ironing Room.

GROUND-PLAN OF THE ST. PANCRAS BATHS AND WASH-HOUSES.

rinses them in cold water in the first tub. She has about 100 gallons of water for all this; which is an abundant allowance. Her tubs are close together; and there is a wooden partition on each side of her, *to keep her comfortably to herself, and prevent her neighbours overlooking her.* When she has washed all her things, she may either take them home, or she may take them into another room, and put them on a clothes-horse, which is all to herself, so that her things cannot get mixed with those belonging to another person. The horse is then pushed into a hot closet, through which there is a draught of hot air; in about half an hour her things are well dried and aired. Then the clothes-horse is pulled out, and she takes her things from it. She then irons them at the ironing-tables, which are provided with blankets and hot irons. Any woman who can wash at home, but cannot do her drying and ironing there, may bring her things to be dried and ironed at the wash-house; but she will be charged the same as if she used the tubs also.



The tub is divided into two, one for cold, the other for hotlwater. The hot-water tap has a ball and socket joint, enabling the washer to fill one or both compartments at pleasure. In the smaller compartment is a pipe for the injection of steam, by which the water being kept in a boiling state, is made to answer the purpose of a copper.

WASHING-TUB.

For all this accommodation she is only charged ONE PENNY, if she does not stay more than two hours at the tubs, and two hours more at the drying-closet, and in the ironing-room. If she stays three hours at the tubs, and three hours more at the drying-closet, and in the ironing-room, she has to pay TWO PENCE; and so on in proportion to the time occupied. No objection is made to two women agreeing to wash each other's things; they may take turns for one to wash for both, while the other minds all the children at home. There is room in the first wash-house for about twenty-nine persons to wash at a time.

The comforts of these wash-houses is very great. There is no need for any labouring woman, who can go to the wash-houses, to wash, or dry, or iron her family's things at home. If she is *quick at her work,* and does not waste her time, she may by paying *one penny,*

WASH-HOUSE.

or *two pence,* save herself the trouble of fetching water for washing, and of boiling it, and of carrying it away; the *mess* of washing and drying in her room; and the expense of water, coals, and irons. Besides this, her family is saved the trouble and unhealthiness of a damp room; and she is enabled to keep her room in a much more comfortable and wholesome state than she can at present. She has to find her own soap. There are no mangles at the wash-houses, because many industrious persons make their living by keeping them.

That great benefit will in this matter be conferred on the poor may reasonably be expected, at the same time that no feeling of independence will be interfered with. They pay for what they have, though they pay far less than the expense of washing at home. For the price of a pint of beer they can have a warm bath, and thus insure the greatest amount of cleanliness which the nature of their daily labour will permit. For the price of a glass of gin, they can be saved all the cost of firing, washing-tubs, irons, ironing-cloths, and the like; and thus they will derive a positive pecuniary benefit while making use of the means which will free them from serious domestic evils.

Many of the poor are deficient in cleanliness in London, partly in consequence of the nature of their employment, but chiefly because they can only be cleaner through a sacrifice of food, or other necessaries; or from having been brought up in habits of uncleanness induced by the poverty of their parents. That this is the fact must be evident to all who are acquainted with the very different state of things in our collieries. The miners in coal pits, although their occupation is one of the dirtiest, are amongst the cleanest of our labouring population; because, in addition to their wages, they have

abundance of coals, and can easily afford the luxury of hot water. It is with them almost a universal practice to change their clothes, and get well washed by one of their family, immediately on returning from the pit. Let equal facilities be afforded to the labouring population of London, and it may reasonably be hoped that a similar result will follow. They will be enabled by their greater external cleanliness to avail themselves of many opportunities, afforded by existing institutions, for bettering their condition, which their want of cleanliness now almost precludes their enjoying; and they will progressively rise in the social and moral scale.

Our engravings will enable the reader to understand the arrangements of this admirable institution, and even aid him in the formation of similar establishments in places where the sympathies of benevolent individuals may induce them to subscribe the funds necessary for their formation.

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Open from Eleven to Ten. Admittance, One shilling; Napoleon Room, Sixpence. Bazaar, Baker Street, Portman Square: Madame Tussaud and Sons, Bazaar, Baker Street.

213. PICCADILLY.

UNRIVALLED EXHIBITION of MAGNIFICENT FLORENTINE TAPESTRY, designed by Rubens, composed entirely of silks of the richest colours, largely intermixed with thread of pure gold, covers a space of nearly 5000 square feet. It occupied the master of a convent in Florence thirty years in its production. To all real lovers of the fine arts this will prove a rich treat: for splendour of design and effect, it stands unrivalled throughout the world. The effect by gas light is magnificent.—Open from 10 till 5, and from 7 till 10 in the evening.—Admittance One Shilling.—Descriptive Catalogues gratis.

VAUXHALL GARDENS.—Last Night but One.—To-night —Professor Killer will give his Tableaux Vivants, which have been the admiration of the World—Classic Groups, perfect Pictures, Studies for Sculptors, &c.&c. Extraordinary display of Fireworks, and Brilliant Illuminations.—On Monday, the Last Night of the Season, a Farewell Gala for the Benefit of Messrs. Wardell and Holt—last Night Ascent of Mr. Green in his Coronation Balloon, with a discharge of Novel Fireworks from the Car. Doors open at Seven.

TO WATCH MAKERS. A first-rate Jobber wanted by A. B. Savory and Sons, 9. Cornhill, London, opposite the Bank.

FAMILY LINENS, of best qualities, at lowest prices for immediate payment only, without discount.
JOHN CAPPER and SON, Linendrapers to the Queen, have opened a Wareroom at 26. REGENT STREET, two doors from Piccadilly Circus, for Family Linens, Quilts, Blankets, Flannels, Longcloths, Cambrics, &c. The articles are of the same high character, and the business is conducted on the same principles for which their house in the City has been known for nearly SEVENTY YEARS.
N.B. The general Linendrapery Business in Gracechurch Street is continued without change.

TEAS at the WHOLESALE PRICE.—Families, hotel-keepers, and large consumers supplied with Tea at the wholesale price for cash.

Black,	2s. 8d.	3s. 0d.	3s. 4d.	3s. 8d.	4s. 0d.	4s. 4d.	4s. 8d.	5s.
Green,	3s. 4d.	3s. 8d.	4s. 0d.	4s. 4d.	4s. 8d.	5s. 0d.		
Coffee,	9d.	10d.	1s. 0d.	1s. 2d.	1s. 4d.	1s. 6d.	1s. 8d.	

One pound and upwards sent to any part of town.
MANSELL and CO., 2. Bucklersbury, Cheapside.
Country orders for 6lbs. of Tea and upwards delivered free of carriage to any part of the kingdom.

EXCELLENT TEAS in 6lb. bags, at 2*s.* 10*d.*, 3*s.* 4*d.*, and 3*s.* 10*d.* Small bright gunpowder in 12lb. boxes at 4*s.* 4*d.* per pound. Six pounds of Coffee for 5*s.* The increasing confidence which has existed during the present month is confirmed, and lower prices than the above cannot reasonably be expected for creditable Tea and Coffee.—East India Tea Company's Offices, 9. Great St. Helen's Churchyard, Bishopsgate.

COOKING APPARATUS. — BURBIDGE and HEALY'S COOKING APPARATUS, combining Sylvester's patents. This cooking range possesses a combination of novel principles, which renders it superior to anything of the kind ever yet offered to the public. It has now had the test of experience, and is proved to be, in the hands of the most inexperienced cook, a very convenient and perfect cooking apparatus, but when used according to the intention of the inventor, it is found to be the no plus ultra, and must ultimately supersede all others. To be seen in use daily at 130. Fleet Street.

HEAL and SON'S LIST of BEDDING, containing a full description of weights, sizes, and prices, by which purchasers are enabled to judge the articles that are best suited to make a good set of bedding. Sent free by post, on application to their establishment, the largest in London, exclusively for the manufacture and sale of bedding (no bedsteads or other furniture being kept). Heal and Son, Feather Dressers and Bedding Manufacturers, 196. (opposite the Chapel) Tottenham Court Road.

MOURNING — COURT, FAMILY, and COMPLIMENTARY.—The Proprietors of the LONDON GENERAL MOURNING WAREHOUSE, Nos. 247 and 249. REGENT STREET, beg respectfully to remind families requiring mourning attire, that every article of the very best description, requisite for a complete outfit of mourning, may be procured from this Establishment at a moment's notice.
WIDOWS' and FAMILY MOURNING is always kept made up, and a note particularising the mourning required will insure immediate attention either in town or country. LADIES requiring SILKS or VELVETS for DRESSES, MANTLES, CLOAKS, &c., are particularly invited to a trial of the new CORBEAU SILKS and VELVETS introduced at this house. They will be found not only more durable, but the colour very superior, unaffected by the strongest acid or even sea-water. BLACK, and GREY, and FANCY MOURNING SILKS, CASHMERES, PLAIDS, and MERINOS of every description. The Show Rooms are complete with every novelty for morning, in millinery, flowers, Tulle, and Net Sleeves, Collars, Berthas, Head-dresses, trimmings, &c. &c.—W. C. JAY and CO.

CAUTION.—FRAUD.—BERDOE'S WATERPROOF OVER-COATS and SHOOTING JACKETS.—It having come to the knowledge of W. B. that certain parties are offering for sale as the above garments, which, although having attached to them W. B.'s name and a facsimile of his label, have not been manufactured by him; also various other attempts, similarly and fraudulently, to mislead, intimation thereof is to prevent disappointment and vexation, thus publicly given. The above well known and really waterproof garments have now been in extensive use seven years, and by those who have tried them are regarded as sine-qua-nons. They are made and sold in London only, at 69. Cornhill (north side); and by W. B.'s agents in various towns throughout the kingdom.

ISLE of MAN RAILWAY COMPANY.—NOTICE is hereby given, that no further Applications for Shares in this Company can be received after Saturday, the 4th day of October next, immediately after which the allotment will take place. (By order)
62. Moorgate Street. A. B. BLACKIE, Secretary.

ISLE of MAN RAILWAY COMPANY.—The Committee beg to give notice that this Company was registered on the 9th day of September ultimo; that the surveys for the line are in progress; and also that application has been made to the Legislature of the Isle of Man, in order effectually to extend the said Company by means of an Act of Tynwald.
62. Moorgate Street, London. (By order) A. B. BLACKIE, Secretary.

DIRECT BIRMINGHAM, OXFORD, READING, and BRIGHTON RAILWAY.
Registered provisionally, pursuant to the 7 and 8 Vict. c. 110.
Capital, 2,000,000*l.*, in Shares of 25*l.* each.
Deposit, 2*l.* 12*s.* 6*d.* per share.
PROVISIONAL COMMITTEE.
Sir William Lowthorp, Bart., Hull.
Sir Arthur de Capel Broke, Bart., Oakley Hall, Northamptonshire.
Andrew Spottiswoode, Esq., Deputy-Governor of the Union Bank of London, and Chairman of the Irish North Midland Railway.
Edward Tarst Carver, Esq., Forest Hill, Surrey, Director of the Namur and Liege Railway.
F. Carvill, Esq., Director of the Newry and Enniskillen Railway.
R. M'Blain, Esq., Director of the Great County Down Railway.
Dempster Heming, Esq., 17. Curzon Street, May Fair, London, and Lindley Hall, Director of the Direct Birmingham and Leicester Railway.
Howard Elphinstone, Esq., M.P., Lewes, Director of the Windsor, Staines, Brentford, and London Atmospheric Railway.
William Bradley, Esq., Manor Oaks, Sheffield, Chairman of the Isle of Ely Railway, Director of the Manchester and Sheffield Railway.
James Gadesden, Esq., Ewell Castle, Surrey.
D. R. Ross, Esq., M.P., Rostrevor, Ireland, Director of the London and Manchester Direct Railway.
John Gillyatt Booth, Esq., Crouch Hall, Hornsey.
Admiral J. Ayscough, of Prospect Place House, Southampton.
Richard Lambert, Esq., Lyston Hall, Sudbury, Director of the Derbyshire, Staffordshire, and Staffordshire Railway.
Benjamin Davis, Esq., Royal Crescent, Brighton.
Denzil Ibbetson Thomson, Esq., Great Cumberland Street, Hyde Park.
John Grigg Hewlett, M.D., King William Street, Director of the Kilrush, Dublin, and Belfast Junction Railway.
John Griffith Tyler, Esq., 11. Austin Friars, London, Director of the Londonderry and Enniskillen Railway.
James Hitchens, Esq., Coroner for the City and County of Lincoln, and Director of the Warwick and Worcester Railway.
H. S. Bright, Esq., Hull, Director of the Isle of Ely Railway.
Edwin Cadman, Esq., Westbourne House, Sheffield, Director of the Isle of Ely Railway.
John Bliman, Esq., Upper Bedford Place, Director of the London Docks, and Director of the Great Eastern and Western Railway.
Major J. R. Wornum, H.E.I.C.S., Clarence Square, Cheltenham.
Henry Wright, Esq., Brunswick Square, Director of the Direct Western and South and Midlands Junction Railway.
John Ward, Esq., Sheffield, Director of Sheffield, Rotherham, and Chesterfield Fire and Life Insurance Company.
Thomas Kidley, M.D., Sheffield.
John Armitage, Esq., Chairman of the Huddersfield and Sheffield Railway.
Alexander Andrew, Esq., Kensington.
John Fawcett, Esq., Sheffield, Director of the Isle of Ely Railway.
John M. Cottle, Esq., Cherington Square, Leamington, Director of the Coventry, Nuneaton, Birmingham, and Leicester Railway.
Capt. Trinham, R.N., Solihull, Warwickshire, Director of the Direct Western Railway.
William Hunter, Esq., Clarendon Square, Leamington, Director of the Direct Western Railway.
George B. Bunbury, Esq., Leamington, Director of the Warwick and Cheltenham, and Direct Western, Coventry, Nuneaton, and Leicester Railway.
The Hon. Cecil Lawless, Lyons Castle, Kildare, Director of the Great Manchester, Rugby, and Southampton Railway.
Thomas Yate Hunt, Esq., Bradley, near Birmingham.
W. J. Maegaire, Esq., Hampton Court, Director of the Wilts, Somerset, and Southampton Railway.
R. H. Purcell, Esq., Director of the Wilts, Somerset, and Southampton Railway.
John Heibert Helbert, Esq., Gloucester Place, Portman Square, Director of the South Midland Junction Railway.
Capt. William Cousins, Director of the Goole and Doncaster Railway.
Rev. F. R. Hall, D.D., Rector of Fulbourne, Cambridge, Director of the Northampton, Bedford, and Cambridge Railway.
George Spry, Esq., Surbiton, Surrey.
Capt. Ewbank, Director of the Shropshire Mineral Railway Company.
Henry Jenkins, Esq., 47. Woburn Place, Russell Square.
John Rawson, Esq., Stoney Royd, Halifax.
Henry C. Leahy, Esq., St. James's Square, Director of the Bognor, London and Brighton, and the Rugby, Derby, and Manchester Railways.
Benjamin Best, Esq., Withymoor House, near Dudley.
A. Alexander, Esq., Lullington, Warwickshire, Director of Worcester, Warwick, and Rugby Railway.
J. B. Garty, Esq., Chepstow House, Camberwell.
George Osborn, Esq., Director of the Banbury and Cheltenham, and of the Northampton, Bedford, and Cambridge Railways.
Major Answick, Director of the Direct Northern Railway.
John Boyd, Esq., Magistrate, Seneschal of Ely.
James Millman Coley, Esq., Bridgenorth, Director of the Cambrian and Grand Junction Railway.
George Gordon, Esq., Shrewsbury.
C. D. Archibald, Esq., F.R.S., Rutland Hall, Lancashire, and Regent's Park, Director of the Birmingham and Lichfield Railway.
John Wilks, Esq., Wellington Street, London, Director of the Great Manchester, Rugby, and Southampton Railway.
Charles Mann, Esq., Director of the Birmingham and Oxford Junction.
Alexander Greig, Esq., Lowndes Street, Belgrave Square, Director of the Rugby and Worcester Railway.
David Wheatcroft, Esq., Buckland Hollow, Derbyshire, Director of the Nottingham and Gainsborough Railway.
James Uphill, Esq., the Green, Bromyard, Herefordshire, Director of the Staffordshire and Shropshire Railway.
Sir James Eyre, Lower Brook Street, Director of the Standard Life Insurance Company.
John Campbell Dicker, Esq., New Hall, Cheshire, Director of the Birkenhead and Holyhead Railway Company.
John Grafton, Esq., Director of the Brighton Hove, and Shoreham Gas Company.
William Kirkpatrick, Esq., Director of the Newry, Armagh, and Londonderry Junction Railway.
J. B. Bankhead, Esq., Dublin, Director of the Great County Down Railway.
Sir James Douglas Hamilton Hay, Bart., Rose Croft, Surrey.
John Bond, Esq., Nuneaton, Warwickshire.
John Thorn, Esq., Broseley, Director of the Dudley, Madeley, and Broseley Railway; of the Grand Junction and Cambrian Railway; and of the London and Dublin Approximation Railway.
T. H. Hardinge, Esq., Park Lane.
R. Clements, Esq., Lowndes Square, Hyde Park, Director of the Leeds and London Railway.
Richard Fallowes Waland, Esq., Junior United Service Club.
Edward Baylis, Esq., Sackville Street.
T. Mortimer Cleobury, Esq., Askew Villa, Acton, Director of the West Midland, Manchester, and Southampton Railway.
Major David Fitzgerald, Travellers' Club.
Captain Douglas Kinnaird Pulteney, Parliament Street, Whitehall, Chairman of the York and Lancaster Railway.
Colonel Fitch, Norfolk Terrace, Regent's Park, Director of the York and Lancaster Railway.
Robert Andrew Riddell, Esq., Bryanston Street, Portman Square, Director of the Great Leeds and London, the Direct Western, and the Great Western Extension Railway.
John Alexander Bicknell, Esq., Brandon Cottage, Bristol, Director of the Oxford and Worcester Extension Railway.
S. E. Sichel, Esq., Manchester, Director of the Leeds and Liverpool Direct Railway.
William Gibb, Esq., Manchester.
W. D. Whitehead, Esq., Manchester.
N. F. Simmons, Esq., Gloucester Lodge, Croydon.
W. H. Cooper, Esq., Shrewsbury.
Isaac Taylor, Esq., Monkmoor, Shropshire.
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Charles Malpas, Esq., Leamington.
William Chance, Esq., Spring Grove, Birmingham.
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John Onions, Esq., Broseley, Salop, Ironmaster, Director of the Dudley, Madeley, and Broseley Railway; of the Grand Junction and Cambrian Railway; and of the London and Dublin Approximation Railway.
Robert Baugh Blakemore, Esq., Shrewsbury, Director of the Shrewsbury, Wolverhampton, and South Staffordshire Railway.
Henry Kate, Esq., Claremont Hill, Shrewsbury.
Alexander John Gordon, Esq., Linley Hall, West Broseley, Director of the London and Dublin Approximation Railway.
William Fitzgibbon, Esq., Director of the Dorking, Arundel, and Brighton, and of the Great Welsh Central Railway.
William Gabbet Beare, Esq., Director of the Worcester and Crewe Railway.
William Birmingham Costello, Esq., Wyke House, Brentford, Director of the Direct London and Exeter Railway.
Robert Medill, Esq., Merchant, Newry.
Lieut.-Colonel Wyatt, Seymour Place, Bryanston Square.
W. L. Whitmore, Esq., James Street, Buckingham Gate.
John Parkinson, Esq., F.R.S., 80. Cumberland Terrace, Hyde Park.
Rowland H. Mackenzie, Esq., 68. Mortimer Street, Cavendish Square, Director of the Tring, Reading, and Basingstoke Railway.
With power to add to their number.
BANKERS.
London—The London Joint Stock Bank.
Birmingham—Messrs. Attwoods and Spooner.
Liverpool—Liverpool Union Bank.
Manchester—The Manchester Provincial Bank of England.
Leeds—Messrs. William Williams Brown, and Co.
Brighton—Messrs. Hall, West, and Company.
Edinburgh—The National Bank of Scotland.
Glasgow—The National Bank of Scotland.
CONSULTING ENGINEER.
C. Vignoles, Esq., F.R.S., C.E.
ACTING SURVEYORS.
Messrs. Stevens and Alexander, Clement's Inn.
SOLICITORS.
Messrs. Parkes, Smith, and Co., 12. Bedford Row.
Messrs. Mottram and Knowles, Birmingham.
SECRETARY.
J. B. Rayner, Esq.

This railway, commencing at Birmingham, at a point contiguous to the railways from the north, will proceed thence through or near to Henley-in-Arden, Stratford-on-Avon, Shipston, Chipping Norton, Woodstock, Oxford, Wallingford, and Pangborne, crossing the Great Western Railway at Reading, thence continuing in a direct course through or near Oakingham, Bagshot, Farnborough, Guildford, Godalming, Horsham, to Shoreham and Brighton; the great manufacturing districts of Yorkshire, Lancashire, Cheshire, Nottinghamshire, Derbyshire, and Leicestershire; the Iron and coal districts of Shropshire, Staffordshire, and Warwickshire; the Potteries and the Salt-works of Droitwich will thus be connected with the southern districts of England; whilst by means of the existing and projected railways, a direct line of communication will be established between the Irish Sea and the English Channel, completing a continuous route, the shortest that can be constructed between the Liverpool and Manchester of Buckingham and Liverpool, the Liverpool and Manchester of France.
The intercourse between the important districts to be accommodated by this line is now carried on very circuitously; hence arise inconvenience and delay, which by a direct communication will be wholly avoided. The transit from Birmingham is meant to be effected without change of carriage, effecting a considerable saving both of expense and time, whilst every where in its course the line will afford great local accommodation to the fertile, populous, and wealthy districts through which it is to pass.
By means of this line there will be provided for the products of the manufacturing districts the most direct and least expensive mode of conveyance to Paris, Central Europe, and the Mediterranean; whilst the interchange of coal, stone, lime, tiles, cattle, wool, grain, malt, hops, fish, and the other produce of the districts adjacent to its route will be greatly facilitated.
Berkshire, Surrey, and Sussex will be supplied with coal from Staffordshire and Warwickshire at half the average price now paid for sea-borne coal, by means of this railway, at all seasons. This is an incidental advantage that will accrue to a very numerous population, so that the transport of this article alone will constitute a source of considerable revenue.
Passengers from Scotland, the north of England, Ireland, and Wales, desirous of visiting the Continent, will prefer this line as the most commodious and advantageous, whether travelling via Dieppe and Havre, or by the South Eastern and Dover line, via Calais and Boulogne, and it will afford to her Majesty and the Court, as well as the population of Windsor, a short and commodious route to Brighton.
The very important port and arsenal of Portsmouth will also be placed in communication with Birmingham, and the whole of the manufacturing districts.
Neither is it to be overlooked that the establishment of this line will powerfully tend to realise the contemplated enlargement of the ports of Newhaven and Shoreham, so as to render them capable of receiving steamers and shipping of heavy tonnage.
The important termini of this line will form the connecting link between our own great manufacturing districts and those abroad.
It is not merely as the direct channel of intercourse between the termini that this line will prove profitable, but it will, in addition thereto, derive a considerable revenue from the traffic of the northern and midland counties and the Continent. The railways converging at Birmingham, the established trunk lines which it will intersect, and the lines projected along the coast, will place it in communication with every important district of the kingdom.
On reference to the map it will be found that the Direct Birmingham, Oxford, Reading, and Brighton Railway will directly and indirectly receive streams of support from seven lines through the Grand Junction, seven at Birmingham, and nine at Rugby and Oxford; viz.

The Great Western will supply traffic	at Reading
The South-Western	at Farnborough
The London and Western and the Portsmouth	at Guildford
The east and west coast lines	at Brighton.

It must be evident to the reader that the advantages are reciprocal, great, and important, when all the lines are and will constructed trunk line of railway receives support from so many subsidiary lines.
A saving of nearly four hours' time, and fully one-half of the present expense, will be effected in the journey between Birmingham and Brighton by this line.
In conclusion, the Committee anticipate that direct lines will be adopted in all cases wherever practicable, and they submit that this line will be in perfect conformity therewith.
A survey of the line has been made, and found to be highly favourable to the construction of this line, without any engineering difficulty, and at a moderate cost.
The Committee reserve to themselves the right to adopt atmospheric power, if they shall deem it expedient.
Applications for prospectuses and shares may be made at the Offices of the Company, No. 65. Moorgate Street; to the Solicitors; or to Messrs. Peppercorne and Co., 2. Old Broad Street; Messrs. Lyrill and Berlyn, and Mr. J. Fernyhough, Manchester; Mr. Hannam and Messrs. Powell and Lowndes, Liverpool; Mr. John Watson and Messrs. Kirk and Co., Leeds; Mr. Collis and Messrs. Lucas and Co., Birmingham; Messrs. Tugg and Hodgson, Hull; Mr. Peter Dixon, Glasgow; Mr. James Nicholson and Mr. Charles Cooper, Edinburgh; Messrs. Campbells, Dublin; Messrs. Edwards and Son, Bristol; Mr. W. Bolton, Stratford-on-Avon; Mr. B. Cowderoy, Reading; Messrs Warburton and Crosland, Sheffield; Messrs. Hall, Brothers, and Co., Cheltenham; Messrs. Wilkinson and Sons, and Mr. T. Sandford, Exeter; Messrs. H. S. Easty and Co., Southampton; Messrs. Cade and Son, Derby; Messrs. Freeman and Son, Northampton; Mr. Samuel Collinson, and Messrs. Potts and Lewick, Nottingham; Mr. Mason, Bradford, Yorkshire; Mr. Mills, Worcester; Messrs. Hopwood and Palmer, Plymouth; Mr. Richard Hine, Macclesfield; Mr. W. Crowell, Halifax; Mr. T. Boardman, Blackburn; Mr. E. H. Greaves, Leicester; Mr. J. S. Holland, Coventry; Messrs. Powell and Son, Sheffield; Mr. S. Weatherburn, Huddersfield; Messrs. Payne and Freer, and Messrs. Windram and Son, Leicester.
No application for shares will be attended to after Wednesday, the 8th of October instant.

LARNE, BELFAST, and BALLYMENA RAILWAY.
For securing the most direct Railway Communication and shortest Sea Voyage from the North of Ireland to Scotland and the North of England.
Capital 300,000*l.* In 15,000 Shares of 20*l.* each. Deposit 2*l.* 2*s.* per Share.
PROVISIONAL COMMITTEE.
The Right Hon. Lord Rossmore, Lord Lieutenant of Monaghan, Director of the Galway and Belfast Railway.
Sir William Magnay, Bart., Director of the Leicester and Tamworth Railway.
The Hon. Captain Hotham, R.N., Chairman of the Brighton and Chichester Railway.
Lieut.-Colonel the Hon. John C. Westenra, M.P.
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William Collins, Esq., M.P.
Andrew Spottiswoode, Esq., Deputy Governor of the Union Bank of London, and Chairman of the Irish North Midland Railway.
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William Gilbee, Esq., J.P., Hill Head, Ballymena.
Colonel Henry Westenra, Camla, Monaghan.
Thomas Bramall, Esq., Deputy Chairman of the Leicester and Tamworth Railway.
C. D. Archibald, Esq., F.R.S. } Directors of the Manchester, Liverpool, and Newcastle
W. Richardson, Esq., } upon-Tyne Railway.
James Grignon, Esq.,
W. G. Beare, Esq. } Directors of the Shrewsbury, Worcester, and Crewe Railway.
Henry Dann, Esq.,
William Morley, Esq., Director of the Newry and Enniskillen, and Lancashire and Henry Pratt Barlow, Esq.) Directors of the Irish North Midland, and Newry, Warren-
James Boyle, Esq. point, and Rosstrevor Railways.
F. Fitzgibbon, Esq., Director of the Cork and Bandon; Great Munster; Cork and Kilarney; Cork and Passage; and Bandon and Bantry Extension Railways.
W. M. Purser, Esq., Director of the Union Bank of London,
James Graham, Esq., Director of the Glasgow, Kilmarnock, and Ardrossan, and Deputy Chairman of the Glasgow, Barhead, and Nelliston Railways.
B. Collett, Esq., Director of the Leicester and Tamworth Railway.
F. G. Johnstone, Esq., 21. Saville Row, Burlington Gardens.
B. B. Williams, Esq., Director of the London and Manchester; and Leicester and Tamworth Railways.
J. M'Kee, Esq., Merchant, Liverpool.
Lieut.-Colonel Elrington, Scots Fusilier Guards.
W. H. Watson, Esq., Director of the Leicester and Tamworth; and South Staffordshire Railways.
E. S. Polkinghorne, Esq., Merchant, Clement's Lane, Lombard Street.
William Eagle, Esq., Director of the Glasgow, Kilmarnock, and Ayr Railway.
Major White, Pall Mall } Directors of the South Midland; and Northampton and
James Beech, Esq. } Banbury Railways.
William P. Andrew, Esq. }
H. F. Gisborne, Esq., Derby; Director of the Derby and Crewe, and South Staffordshire Railways.
B. S. Fowler, Esq., Tamworth; Director of the South Midland, and Leicester and Tamworth Railways.
Colonel Hugh Caldwell, Clifford Street, Burlington Gardens.
James Gernon, Esq., Conduit Street, Hanover Square.
Sir George Forster, Bart., Cooldcrry, Monaghan.
Charles Candler, Esq., Castlederg.
Miles Dormer, Esq., Hans Place.
MANAGING COMMITTEE.
Andrew Spottiswoode, Esq., Chirman.
James Boyle, Esq., D.L.

W. Collins, Esq., M.P.	W. G. Beare, Esq.
C. D. Archibald, Esq.	W. Fitzgibbon, Esq.
James Grignon, Esq.	James Graham, Esq.
William Morley, Esq.	F. G. Johnston, Esq.
E. S. Polkinghorne, Esq.	J. M'Kee, Esq.
Henry Pratt Barlow, Esq.	

BANKERS.
London—The Union Bank of London, and its Branches.
Liverpool—The Bank of Liverpool.
Manchester—The Union Bank.
Edinburgh—The Edinburgh and Glasgow Bank.
Glasgow—The Western Bank of Scotland.
Dublin—The Bank of Ireland.
Belfast—The Provincial Bank of Ireland.
SOLICITORS.
Messrs. Burchell, Kilgour, and Parsons, 47. Parliament Street, London.
William Orr, Esq., Ballymena.
PARLIAMENTARY AGENTS.
Messrs. Burke, Pritt, and Venables, 44. Parliament Street, London.
LOCAL AGENT.
James Greer, Esq., Ballymena.
SECRETARY.
J. G. Rathbone, Esq.
ASSISTANT SECRETARY.
G. B. Belcher, Esq.
OFFICES.
4. Coleman Street, London.

The Committee of Management of this undertaking beg to inform the Applicants for Shares that the Allotment has been completed, and the letters posted; but that, in consequence of the number applied for having so greatly exceeded those at the disposal of the committee, they have been necessarily compelled to pass over the applications of many highly respectable parties; and they request that all parties receiving Allotment letters will accept this statement as an apology for their requests not having been complied with.
By the Board,
4. Coleman Street, London. G. B. BELCHER, Assistant Secretary.
30th September, 1845.

ISLE of ELY, WISBECH, and LINCOLNSHIRE JUNCTION RAILWAY.
(Provisionally registered.)
Capital, 200,000*l.*, in 8000 Shares of 25*l.* each.
Deposit, 2*l.* 12*s.* 6*d.* per Share.
PROVISIONAL DIRECTORS.
William Bradley, Esq. (Chairman), Director of the Sheffield and Manchester, Huddersfield and Sheffielnding, Direct Western, and Manchester, Manchester, Sheffield.
W. D. Christie, Esq., M.P., 3. Eccleston Street, Chester Square, London.
D. R. Ross, Esq., M.P., Great Ryder Street, St. James's, London.
William Pinney, Esq., Director of the Bristol and Exeter Railway, 30. Berkeley Square, London.
T. Charles Harrison, Esq., F.R.S., York Terrace, Regent's Park.
H. S. Bright, Esq. (firm of Taylor, Clifford, and Bright,) Hull, Director of the Direct Western Railway Company.
William Brevnton, Esq., Director of the Leicester and Tamworth Railway Company, Montpelier House, Cheltenham, and Serjeants' Inn, London.
C. Appleton, Esq., Director of the Sheffield and Manchester Railway Company, Sheffield.
Edwin Cadman, Esq., Director of the Direct Western Railway Company, Westbourne House, Sheffield.
John Edmund Read, Esq., Rusholme Hall, Manchester.
William Marriott, Esq., Director of the Direct Western Railway Company, Altercliffe Park, Sheffield.
C. H. Bigge, Esq., 19. Bryanstone Square, London.
William Thompson, Esq., Director of the Huddersfield and Sheffield Railway Company, Sheffield.
Richard Kelly, Esq., Chairman of the New Ross, Carlow, and Kilkenny Railways, 3. Cleveland Row, St. James's, London.
John Jewett, Esq., Director of the Wakefield and Harrowgate Railway Company, Sheffield.
John Rodson, Esq., Director of the Newcastle, Durham, and Lancashire Railway Company, Thornaby-on-Tees, Durham.
Samuel Swan Brittain, Esq., Director of the East and West of England, and Manchester, Sheffield, and Midland Railway Companies, Sheffield.
Thomas Heddy, Esq., Director of the Manchester and North Yorkshire Railway Company, Newcastle-on-Tyne.
Isaac Holmes, Esq., Great George's Square, Liverpool.
John Scott Russell, Esq., Director of the Manchester, Sheffield, and Midland Railway Company, Sheffield.
Captain Page, Director of the Coventry and Leicester Railway Company, Charlton House, Charlton.
Richard Harris Purcell, Esq., Director of the Wilts, Somerset, and Southampton Railway Company, Cambridge Street, Hyde Park.
John Ward, Esq., Director of the Sheffield, Rotherham, and Chesterfield Fire and Life Insurance Company, Highfield, Sheffield.
Robert Cook, Esq., Gainsborough, Lincolnshire.
Ashley Howard, Esq., Long Sutton, Lincolnshire.
Mr. John Burrell, Long Sutton.
Mr. William Pinchbeck, Spalding.
Mr. Kemp Sanby, Long Sutton.
Thomas Marshall, Esq., Tydd St. Mary, Lincolnshire.
Robert Johnson, Esq., Wisbeach, Manager of the National Provincial Bank of England at Wisbeach.
Henry Otland, Wallsoken, Wisbeach.
John Smith, Esq., March, Manager of the Provincial Bank of England at March.
Charles Culledge, Esq., March.
Richard Atkinson, Esq., March.
Mr. John Whitwell, Wisbeach.
(With power to add to their number).
BANKERS.
Messrs. Spooner, Attwood, and Co., Gracechurch Street, London.
National Provincial Bank of England, March, Wisbeach, and Long Sutton.
SOLICITORS.
Messrs. J. B. and E. Birch, Cannon Row, Westminster.
JOINT SOLICITORS.
James Coppock, Esq., 3. Cleveland Row, St. James's, London.
John Bell, Esq., 28. Craven Street, Strand, London.
Thomas Steed Watson, Esq., Wisbeach.

The Committee of Management beg to announce that the Allotment of Shares has been made, and the letters posted.
They regret to have found it impossible to comply with the requests of many applicants of the highest respectability.
26. Gresham Street, London, Sept. 29. 1845. WILLIAM WILDE, Secretary.

COMPANION
TO THE
PORTRAIT OF QUEEN VICTORIA.

A great desire having been expressed for a Companion Print to the Engraving of HER MOST GRACIOUS MAJESTY, this day issued, the Proprietors of the PICTORIAL TIMES have made arrangements for presenting, in the month of November, a Full-length PORTRAIT of PRINCE ALBERT.

LONDON, SATURDAY, OCTOBER 4. 1845.

THE COURT.

HER MAJESTY and the PRINCE CONSORT are now residing at Windsor, after the Royal tour on the Continent and the Court retirement at the Isle of Wight. Prince Albert had the misfortune, a few days since, to meet with a slight accident (referred to in another column); but its consequences will, there is little doubt, be decided favourably before we have another opportunity of referring to this subject. Occasional councils are held, but the quiet repose of the Royal circle at Windsor is not likely to be interfered with until the tug of parliamentary war comes on in February next.

THE CURRENCY QUESTION.

THE luminous explanation given by Mr. Capps, in his Chelmsford lecture to Farmers, of the effect of the pernicious Currency Bill of 1819 on the prices of agricultural and other produce, will be in the recollection of our readers. They will not, it is to be hoped, fail to perceive that, in his argument on this subject, *Wheat* is to be viewed as the representative of all commodities, whether agricultural or manufacturing.

Mr. Capps proceeded to show that the existing low standard price of gold peremptorily forbids any rise in the price of wheat unless induced by scarcity. This was most ably illustrated by reference to the lecturer's currency clock, on which are shown the relative proportions in value to each other of gold, silver, wheat, and the wages of labour on the level of an annual taxation by customs and excise of 17,000,000*l.*; he thus showed wheat, at 45*s.* per quarter, to be equivalent with gold at 3*l.* 17*s.* 10½*d.* per ounce; with silver at 5*s.* per ounce; and with wages of the labourer at 7*s.* 6*d.* per week. These are the prices with which the country could prosper under an annual weight of seventeen millions of indirect taxation. But as such taxation increased, wheat ought to rise in proportion, and that proportion he maintained, as the result of close observation, should be, that for every million of indirect taxation per annum beyond seventeen millions, 1*s.* was necessary to be added to the price of the quarter of wheat to compensate the farmer for the increased taxation he sustained. At the present time the indirect taxation was twenty millions beyond the seventeen millions, so 20*s.* were necessary to be added to the price of the quarter of wheat to remunerate the grower properly; 20*s.* added to 45*s.*, the original price with seventeen millions of taxation, would make 65*s.* per quarter for wheat, which he thought would commend itself to every practical farmer as being about the price which he felt would afford him a fair, and not extravagant, remuneration. But though wheat rose, gold could not rise; that was held down by the standard price of 3*l.* 17*s.* 10½*d.* per ounce. Here, then, was an absurdity—a distinction in the prices of two things of equal value; one was fetching 65*s.*, the other stood at the scale of only 45*s.* Was that a system to be established as one which would exchange equal values fairly and upon equal terms? He had now to show them that this fixed unvarying price of gold pulled down eventually the prices of all other productions from a remunerating price to its own level. This was effected by the certain export of gold by the foreigner whenever, by the high price of other things, gold became the cheapest article for him to take in return for the goods he sold to us. The foreigner was naturally anxious to take back a return cargo; he therefore looked round to see what would be advantageous to him to buy to sell again; but he found wheat at 65*s.* per quarter. "That won't do," says he, "I can get it at Dantzic at 30*s.*; I won't take wheat." He looked again; he saw iron at 6*l.* per ton. "That won't do," he says again, "I can get it in Sweden at 4*l.* per ton." But there was one article which he saw had not risen, an article, too, which was the easiest of any to carry away—gold. Gold had not risen with the other commodities, and therefore was to him the cheapest commodity, and he took it. "But," remarks an Englishman to this foreigner, "you ought not to refuse taking our productions at our prices, even if they are what you call high, for you have had the benefit of bringing your goods to the same market, and obtaining similar prices for them; and, after all, our prices only give us a fair return for our own expenses." "That is all very well," rejoins the foreigner; "but I like to take the cheapest I can find; your iron and your lead are all much dearer than your gold. I like your gold best. I prefer taking your untaxed gold to your taxed articles." Away, therefore, the gold went. Suppose this operation to be continued for any length of time, what would be the ultimate result? Why, that the country, and consequently the Bank of England, would be drained of its gold. So long as goods were higher than gold, gold would be chosen by the foreigner in preference to goods. But the Bank of England being compelled by law always to provide gold on demand, was obliged to have recourse to energetic, though destructive, measures to bring the gold back again into its coffers. Then came the pressure upon the productive classes, agricultural and manufacturing. The Bank of England knew that the cause of the gold going abroad was its comparative cheapness, and however grieved it might feel in putting an end to a prosperous state of things induced by remunerative prices, stern necessity compelled. The Bank must have the gold back at all hazards, and it took measures for bringing down corn and all other productions, which were so much higher than gold, to the level of gold, for the Bank knew well enough that that was the only effectual method of stopping the export of gold and bringing it back to its own coffers. This was done by the Bank beginning to withdraw its supply of notes, refusing discounts, or selecting only the very highest character of bills for discount; raising the rates of interest, contracting its accommodation to country bankers, and various other methods which it had at its command. By the use of these means the general circulating medium became contracted; every body, some how or other, found himself short of money; there was no effecting sales without submitting to a reduction in prices; and in proportion to the intensity of the pressure was the fall of prices, which fall only ceased till things were brought down as low or lower than the level at which gold was fixed. They were therefore placed on the horns of a dilemma: if the Bank managed to keep the gold in the country, it only did so by keeping all our produce so low in price as to ruin agriculturists and manufacturers, because they did not get back what they paid in taxation. On the other hand, if they obtained remunerating prices, and paid their workpeople properly for their labour, then away went the gold, and the Bank and our monetary system were both in danger of being brought to a standstill. In illustration of this, the lecturer referred to the panic of 1825, which he said was a memorable lesson of the vacillating and insecure nature of our monetary system. He then proceeded to consider the causes of that panic. Sir R. Peel's currency bill of 1819, he said, instead of lowering prices only 4 per cent, as its abettors had prophesied, speedily pulled them down 40 or 50 per cent. The unexpected reduction in the income of the sellers of commodities, without a proportionate reduction of the national debt, caused such depression and ruin that the ministers were alarmed, and hastened to relieve the distress by the re-issue of 1*l.* notes, thereby inducing greater accommodation by the country bankers. The end in view was to increase the prices of goods which had fallen so low; that was what was wanted; but, as he had already shown, the prices of goods could not permanently rise without the gold leaving the country, unless gold and silver were permitted to rise in the same proportion. The ministry were told this by persons who understood the currency; but all argument was in vain; they insisted in forcing up the prices of goods, while they kept gold down at 3*l.* 17*s.* 10½*d.*, and the result turned out as had been anticipated. Gold left the country—the Bank lost its stock of bullion—the nation was convulsed from end to end, and had the panic continued twenty-four hours longer, Mr. Huskisson said that a system of barter must have been resorted to. What was wanted, continued the lecturer, was a system which would let gold rise in the same proportion as taxation raised the price of other things. If gold thus rose, it would not be exported, and a permanently remunerating price both for corn and every thing else would be obtained.

Here are materials for thinking, prepared for any one who produces, by his skill and industry, for his fellow-men. Looking, as he is entitled to do, for permanent protection up to a remunerating point, he will see that he is liable, by a sudden turn in the exchanges incident to our inefficient and insecure monetary system, to have all his fair calculations and reasonable profits struck from under him; and he himself probably, though fully solvent, plunged into the horrors of bankruptcy.

Should the Bank, or the Government, take alarm at the extent of engagements in railways at home and abroad, and suddenly determine on still further contracting the circulation of the kingdom, how would the face of things be changed?—how would it fare with many wealthy persons who have not embarked beyond the means which, under the existing quantity of the circulating medium, they felt entitled to risk? What would become of them, many of them opulent individuals, largely engaged? Ruin—certain ruin—would overtake them; and manufacturers and shopkeepers would soon be brought to the level of distress prevailing among agriculturists.

Is it not the interest of all, then, earnestly to look into this question, and to procure such a change in our monetary system as would sustain public works, such as those which now legitimately claim general attention? Let those who are most deeply interested look to this question in time, and be prepared, on the re-assembling of Parliament, to urge, with all the earnestness the case demands, such an improvement and enlargement of the national currency as will prevent a recurrence of the calamitous monetary panic of 1825. To be forewarned is to be forearmed.

HOSTILITIES IN THE RIVER PLATE.

IN our first page will be found a few remarks on the recent attack of the French and English upon Tamatave in Madagascar, and we have now to notice the seizure of the Argentine squadron in the river Plate by the same powers. Monte Video lies on the north side of the river, and is named after a lofty mountain situated in the western extremity of the bay. The city is dedicated to St. Philip, is well fortified, and stands on a promontory at the other extreme of the bay. Buenos Ayres is on the south bank of the river, about 300 miles from the sea; it is a large province, well peopled, and the troops are in good training, but discipline is set at nought when plunder is in view. These two places have long been at war with each other, to the great injury of commerce, which is carried on to a considerable extent by English houses and demanding the protection of the English government. From time to time complaints have reached England of the interference caused in the way of commercial arrangements by acts of cruel hostility. The French had somewhat similar grounds for complaint; but though repeated provocation has been given, still an uncalled-for neutrality was observed by the ships of both nations. Month after month, and year after year rolled on, in which negociations were frequent, and some concessions were made by the republic, which soon fell into disuse, and matters grew worse. It was scarcely to be expected that where supremacy was preserved solely by the strong hand, any very great degree of civilisation could ensue, especially as bigotry and superstition held powerful influences over the mind; the main thing appears to have been to raise money for the purpose of remunerating partisans. From its first attack by the English in 1806 down to the present period, there has been an almost unremitting struggle for superiority in rule amongst the chiefs; but Rosas is now in the ascendancy. The stoppage of the traffic on the river by blockading, &c., to the great injury of our merchants, called at length for something more decisive than mere paper documents, and Mr. Gore Ouseley was sent out as plenipotentiary, to endeavour to produce an amicable feeling between the hostile provinces. The French also despatched a minister; and the accounts state that whilst Mr. Ouseley was advancing his object, M. Deffandis, in the true style of his country, disarranged affairs, and created a more hostile determination than before. It is true that we can claim no just right to meddle with the internal arrangements of these provinces, whether they choose to be at peace or go to war, so long as they do no injustice or wrong to our fellow-subjects who risk their capital upon the faith of treaties. But it has ever been held to be justifiable to erect a protective and defensive system in cases of aggression, for without having this in view, few merchants would like to venture upon speculations in foreign commerce, which, when well carried out, forms a bond of amity between distant countries. Whichever power in the first instance destroys this bond ought most assuredly to be rendered amenable; and from what we can discover in this case, the responsibility rests upon Buenos Ayres. Accounts have been received that the vessels of the Argentine republic have been taken possession of by the English and French ships; but though this is certainly desirable to bring the affair to an issue, still we hope that the intelligence is premature, or rather we should prefer seeing Rosas laying aside his implacability, and listening to reason. The union of France with England in this measure is scarcely to be approved of in this country, and at all events ought to excite the wakefulness of a vigilant eye; for to those who have carefully watched the progress of events, it is evident that France is acting upon the former suggestions of Napoleon for obtaining "Ships, Colonies, and Commerce," and like that great leader, the people are not overscrupulous as to the manner of gaining their object. The value of English property over French at risk in the river Plate is as fifty to one in favour of the former; but the French want to aggrandise themselves by striving to obtain possessions for their own purposes, in excluding the productions of other countries, rather than rivalling the English in manufactures for foreign markets.

DEATH OF EARL SPENCER.

We regret to state that the expectations of Earl Spencer's friends, that he was proceeding towards recovery from his recent attack of illness, have been disappointed, and that his lordship died on the 1st instant, at his seat at Wiseton. We have not time at the moment this announcement reached us, to speak of the character of the lamented deceased.

ACCIDENT TO PRINCE ALBERT.

(From the "Court Circular.")—We regret to state that his Roral Highness Prince Albert has met with an accident, which, although slight, is likely to confine him to his room for some days. On Saturday, previous to going up to town, the Prince was coming fast down stairs, when his foot slipped, and he sprained his ancle.

WINDSOR, SUNDAY.—The Prince Consort has been prevented leaving the Castle since his return from London yesterday afternoon, in consequence of a painful accident which occurred to his Royal Highness just before he left Windsor for Buckingham Palace early yesterday morning. It appears that as the Prince was ascending the flight of stairs leading from the private apartments to the Queen's entrance in the quadrangle, his foot slipped, and in the effort to save himself from falling, his Royal Highness severely sprained his ancle. The Prince, who treated the matter very lightly at the time, proceeded forthwith to Slough, and thence by the Great Western Railway to Paddington. Upon the Prince's arrival at the Castle from Buckingham Palace last evening, his Royal Highness was suffering considerable pain, the ancle being very much swollen and inflamed. Mr. Brown, surgeon to her Majesty's household, who was immediately in attendance, prescribed the necessary remedies, and we are happy to hear this evening that his Royal Highness is nearly free from pain. It is not expected that the Prince will be able, with safety, to take his usual outdoor exercise for a day or two.

The Queen took an airing in a pony phaeton this afternoon, unaccompanied by the Prince Consort. Her Majesty looked remarkably well, and was attended by the Countess of Gainsborough. Colonel Arbuthnot was in attendance on horseback.

NOTES OF THE WEEK.

On Thursday, both Houses of Parliament were prorogued *pro forma* to 27th November.

WILLIAM BECKETT, Esq., M.P., has greatly recovered from his late indisposition, and has every prospect of being restored to his usual health.

We understand that a company is in formation for the refining of sugar in this port, and that the necessary steps had been taken for registering it.—*Hull Advertiser.*

LOUIS NAPOLEON.—A letter from Paris of the 17th instant, published in a German print, says:—"Prince Louis Buonaparte is tired of his prison at Ham, and is said to be disposed to submit to any terms imposed upon him for his liberation. The Minister of the Interior has sent him a person who is provided with confidential instructions. It is believed that the prisoner and his companions of misfortune will soon be restored to freedom, and, it is said, will proceed to America.

PRINCE DE POLIGNAC, who has been seriously ill at his estate in Bavaria, is now fast recovering, and is expected to be soon restored to health.

THE STEAM-SHIP GREAT BRITAIN has again set out on her second voyage across the Western Ocean. She sailed from Liverpool for New York on Saturday afternoon, when many persons assembled along the pier heads and the opposite side of the river, to have a view of her as she passed along. She had about 120 passengers, a heavy mail, and a large cargo of goods. As she dropped down the Mersey in that easy and majestic style for which she is so greatly remarkable, she was saluted on all sides by the booming of cannon, which she more than once acknowledged.

FRENCH NAVAL MOVEMENTS.—The transport Perdrix is shortly to take her departure from Toulon with 150 troops for Cayenne. The brig of war Genie is to be joined to the steamer and sloop already under orders for Tahiti.

GENERAL NOTT.—A meeting of the committee for superintending the erection of a suitable monument to the memory of the late lamented Major-General Nott, took place on Wednesday last at Carmarthen. D. Morris, Esq., mayor, stated that he expected the list of subscribers would be materially increased upon the receipt of the next Indian mail. The subscriptions were announced at 1200*l.*, and all seemed favourable for the progress of the project.

FROST.—On Tuesday night the keenest frost of the season was experienced in this quarter. Still waters were found covered with a pretty thick coating of ice next morning, and the havoc wrought among the vegetable kingdom was very perceptible. In particular the dahlias were cut down at once. Upon the whole, however, the past week has been favourable for the ingathering of the later harvest, and to-day the weather is beautiful and seems set fair.—*Worcester Herald.*

ST. ASAPH.—Dr. Carey, the lord bishop of the diocese, is recovering from his late severe indisposition, though slowly.

THE RIGHT REV. DR. WILSON, bishop of Calcutta, who is at present on a visit to his son-in-law, the vicar of Huddersfield, has been taken seriously ill at the vicarage. We understand that it is a return of the fever which originally compelled his lordship to leave India.

IRISH GOVERNMENT PATRONAGE.—The appointment of stipendiary magistrate for the island of the Mauritius has been conferred on Mr. Hyndman, the barrister. This gentleman, as well as Mr. O'Dwyer, for many years acted in the Dublin Registry Courts as counsel for claimants in the Conservative interest. The salary attached to Mr. Hyndman's new office is 600*l.* a year.

BLACKHEATH COURT OF REQUESTS.—Charles Harwood, Esq., a magistrate for Kent and recorder for Shrewsbury, is a candidate for the judgeship of the Court of Requests. D. D. Keane, Esq., barrister, has also come forward to solicit the office. It is stated to be worth 600*l.* a-year.

HER MAJESTY has humanely contributed 20*l.* to the fund for the relief of the sufferers by the Jarrow explosion.

The Bishop of Ripon and family have been placed in mourning by the demise of his lordship's mother, the venerable Mrs. Longley, at the advanced age of ninety-two.

MR. JAMES HOGG, who met with so serious an accident while shooting with the Duke of Buckingham's party at Wotton, is going on favourably. Mrs. Hogg left town on Friday on a visit to the Duke and Duchess of Buckingham at Wotton House, where Mr. Hogg has been staying since the accident.

JOHN BULL.—The seven dealings of John Bull are—the shop, the stocks, the newspaper, religion, roast beef, prejudice, and port wine.

FORTIFICATIONS.—The company of artillery stationed at Devonport are employed in placing guns of heavy calibre on the several batteries commanding the entrance to the harbour. The works on Staddon and Maker Heights are being forwarded with rapidity; a notice has been served on the lessees of Long Room that the Ordnance Board intend taking re-possession, and a strong fort is to be erected, the guns from which will command the channel between the island and the main.

FORTIFYING SHEERNESS.—The fortifications of this garrison are to be considerably strengthened, and seventy guns are to be immediately placed on the old batteries. A detachment of the Royal Sappers and Miners has commenced work on the south side near the draw-bridge, by throwing out the mud and clay from the adjoining ditch, and raising it higher, and a large number of masons have also been set to work to complete the job.

SNOW ON THE GRAMPIANS.—On Monday last the summits of the more elevated hills of the Grampians were covered with snow, which had fallen during the previous night.

JONATHANISMS.—The North Carolina "Watchman" tells us of a couple who loved and married—quarrelled and divorced—separated—met again—again loved, and again married.

A western editor commences a long exhortation to bachelors with the following words:—"Come, you poor, miserable, lonely, deserted, vulgar, fractional parts of animated nature, come up here, and be talked to."

The "Dispatch" speaks of a vocalist who sings so high in some of his embellishments, that it is necessary to let go his suspenders before he can get down again.

The very last case of an absent mind "reported in the books" is that of a full-blooded man, boarding at one of our first-rate hotels, who wiped his face with the newspaper, and then sat down to read the napkin.

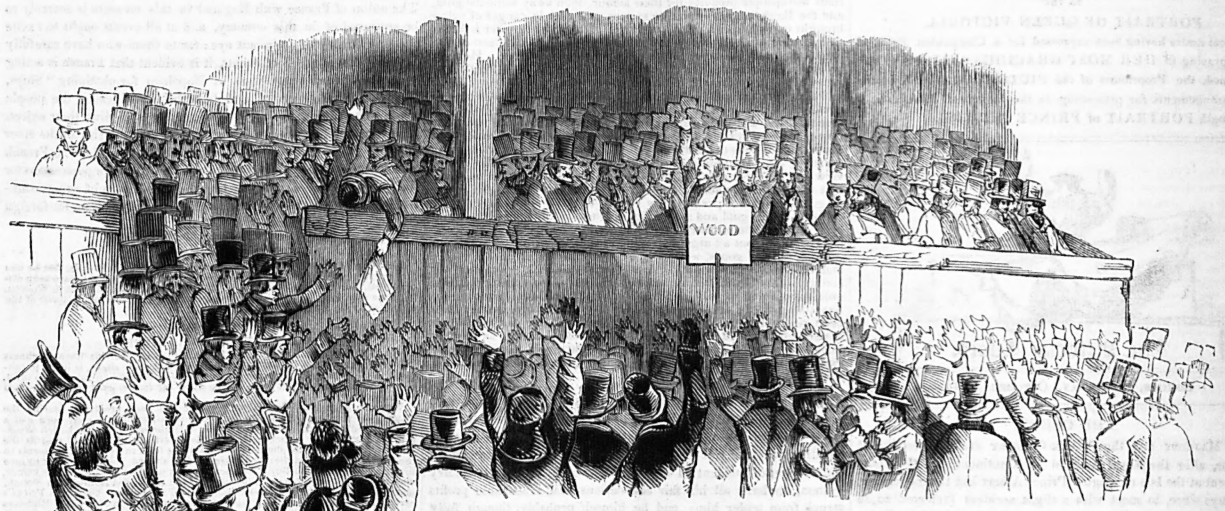
The "Springfield Post" says a lame man would have been drowned in the town brook had he not been so full of liquor that the water couldn't get into him.

An American editor tells us that a hogshead of molasses rolled over a girl down east. She jumped up and said, "Oh, what a sweet squeeze I've had!"

A gentleman, finding his servant intoxicated, said, "What, drunk again, Sam? I scolded you for being drunk last night, and here you are, drunk again." "No, massa; same drunk, massa—same drunk," replied Sambo.

A REPUDIATOR EXTRA.—A far-west man, who had his newspaper bill sent from Boston, replied, "I never ordered the paper; and if I did, I have paid for it; and if I have not paid for it, I never will, 'cos it's now run out of date."

BATTLE CHURCH.—On cleansing and scraping the old wash from the walls of Battle Church, previous to their being re-washed, the walls were discovered to be full of paintings, of a very ancient and curious character, some of them very well executed, which appear to have been done during the reign of one of the Edwards, or probably before.



ELECTION OF LORD MAYOR. — SHOW OF HANDS IN GUILDHALL. — WOOD CHOSEN BY THE LIVERY.

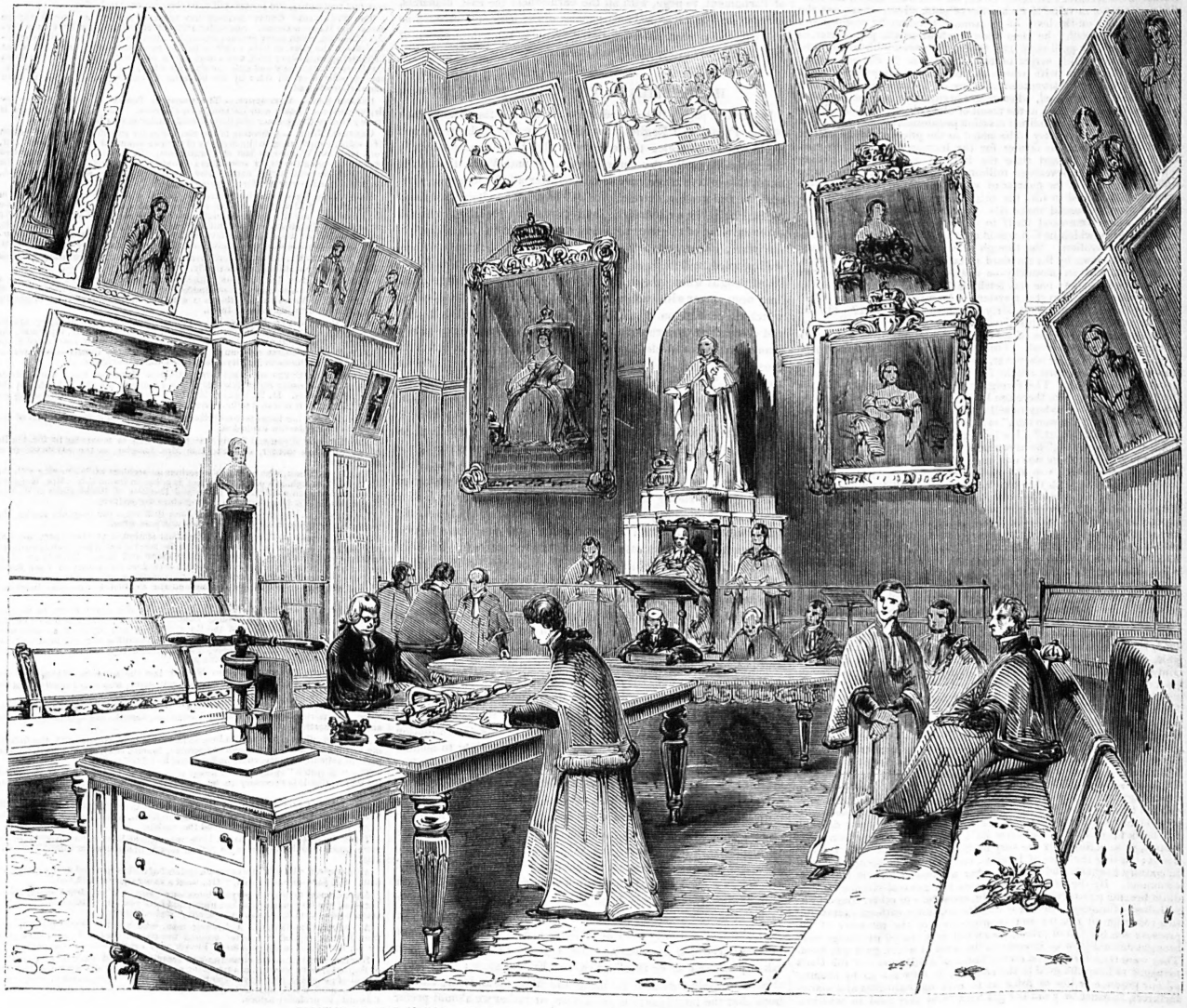
ELECTION OF LORD MAYOR.

On Monday (Michaelmas Day) a common hall was held at Guildhall, which commenced at one o'clock. The common serjeant represented the recorder, and stated the cause of assembling the livery together. He said, the law and custom of the city is, that you should nominate two aldermen duly qualified for the office; that the court of aldermen should select one of the two so nominated to be lord mayor. The names of those aldermen eligible, who have not passed the chair, will be read to you in rotation. But your choice need not necessarily be restricted to these gentlemen; any alderman who has served the office of sheriff is open to your nomination. In order that your choice may be free and uninfluenced, the lord mayor and court of aldermen will retire from the hall. You will be left with the sheriff and common serjeant to make your choice, and from that choice I will no longer detain you.

As the lord mayor and aldermen were about to retire from the hall,

Alderman Wood stepped forward upon the hustings amidst loud acclamations and partial hisses, to address the constituency. He was, he said, aware that it was not customary for the alderman in rotation to address the livery at that early stage of the proceedings, but he appeared before them under peculiar circumstances, and he would assure the meeting that, however calumniated and reviled he might be, and however basely he might be made the dupe of others, nothing should prevent him from the performance of his duties as a magistrate, or from supporting the rights and privileges of his fellow-citizens. He was the alderman first in rotation, and was so under circumstances very different from what had taken place in former years; and however calumniated he might have been, he had every warrant for saying that the confidence of the livery in him had undergone no diminution, and the manifestation exhibited by them justified him in anticipating the return he so anxiously looked for. He stood before his fellow-citizens as a magistrate, fearless and ready to execute the duties of the office of lord mayor, and determined to maintain and support the rights and privileges of the livery.

The lord mayor and aldermen immediately afterwards retired from



ELECTION OF LORD MAYOR. — COUNCIL CHAMBER, GUILDHALL. — JOHNSON CHOSEN BY THE ALDERMEN.

the hustings, and the common serjeant then put in nomination the names of all the aldermen below the chair, and there was an immense show of hands for Alderman Wood and Alderman Johnson, the next in rotation to Alderman Wood.

The common serjeant then announced the decision of the sheriff to be, that the election had fallen upon Alderman Thomas Wood and Alderman Johnson, and proceeded to the court of aldermen to make the return accordingly. Thus it will be seen that, by ancient custom, the show of hands at the court of hustings (one of the oldest courts in England, and probably derived from the "Folk-mote" of the Saxons), the choice of the livery devolved on the two aldermen mentioned, Alderman Wood having the preference. Had this been decisive, he would now be lord mayor elect by the choice of the great body of London; for as every liveryman has to pass through a wicket to the hall, and all persons are excluded who are supposed not to belong to the corporation, it must necessarily be the case that none but those entitled to be present can be there. We have given a view of the mode of nomination on the hustings.

The lord mayor and court of aldermen, on quitting the court, retired to the council chamber (of which we have given a view, as it is usually arranged for the sitting). On announcing the return of the livery to the nomination, every person is directed to withdraw, and the lord mayor and aldermen are left entirely alone. In the middle of the chamber is a table, upon which lies a ruled paper, with the names of the court assembled, and two ruled columns at the side, one for each candidate, with their names inscribed above at the proper place. Each alderman, in turn, advances to this table, and places against his own name a cross, in the column of the man he votes for. This, when finished, is placed before the lord mayor, who ascertains which party has the majority, and he is declared duly elected. This is announced upon the hustings in the great hall. The lord mayor elect is called forward, and invested with the gold chain of office.

The choice on the present occasion fell upon Alderman Johnson, and the announcement was received with much disapprobation by the friends of Alderman Wood. The former addressed the meeting, but scarcely a word that he uttered could be heard.

Alderman Wood said, although deprived for a time of my just rights and expectations, the livery may rest assured that my sense of their kindness in supporting me shall never be effaced from my memory. Never in my life have I seen assembled in this hall a more respectable, intelligent, or enlightened body of the livery than that by which I am now surrounded. To have received your support is most gratifying, and I deeply regret that your expectations have not been realised. I come amongst you, my fellow-citizens, as a magistrate who has sustained fearlessly that rank, and hat already, by the voice of the livery, filled the important and honourable office of sheriff. But the livery will be surprised to learn that wealth is now deemed one of the qualifications to serve them, and that one of the grounds of my rejection is, that I am not rich enough to support the position I seek to attain. He stated some of the objections that had been urged against him (and which must be well known to the public without being repeated), expressed his satisfaction at taking the lead amongst the livery, and promised to appear on every occasion so long as he could meet the support of the great majority of his fellow-citizens.

Deputy Allan then proposed a vote of thanks to the late sheriffs (Aldermen Hunter and Sidney), for the splendour and hospitality with which they had maintained the dignity of their high office, and the punctuality and courtesy they had shown to their fellow-citizens.

Mr. Obbard seconded the vote, which was agreed to amidst applause.

Alderman Hunter expressed his acknowledgments for the honour done to him.

Alderman Sidney, in returning thanks, said that he and his colleague had done all in their power to mitigate the sufferings of the poor, and to dispense the Christian virtues to the unfortunate inmates of their prisons who were confined therein by their vices.

The hall was then dissolved.

PORTRAIT OF A FAVOURITE NEWFOUNDLAND RETRIEVER.

PHEASANT SHOOTING.

Our first engraving displays the fine head of a dog used in pheasant shooting, and called a Retriever. It is of the Newfoundland breed; and as the birds are apt to fly up on seeing a dog, it is necessary to keep him near to you; but, on being ordered, would break his point, dash in, and put the pheasants to flight before they could run out of shot. This animal is also particularly serviceable in fetching in the game after it is shot, as it is rare to see a pointer, however expert in fetching his birds, that can follow and find the wounded ones half so well as the Newfoundland dog.

This species of sporting commenced on Friday last, and we understand that the birds are very plentiful.

The pheasant is not a long-lived bird; but it is probable the period

PHEASANT SHOOTING.

of existence assigned to it by some writers, namely, six or seven years, is too short. The wholesomeness of its flesh was proverbial among the old physicians; it is of a high flavour and alkalescent quality, and in perfection during autumn. A young pheasant very fat is reckoned an exquisite delicacy. In a wild state, the hen lays from eighteen to twenty eggs in a season, but seldom more than ten in a state of confinement. Pheasants are not to be tamed by domestication, like other fowls; nor is the flesh of those brought up in the house in any degree comparable to that of the wild pheasant: thence they are bred at home either merely for show, or for the delight they afford to the proprietor's grounds, both with regard to number or particular varieties. However good nursing mothers in a wild state, pheasant hens are far otherwise in the house, whence their eggs are always hatched at home by the common hen—generally, at present, by the smooth-legged bantam.

The natural nest of the pheasant is composed of dry grass and leaves, which being provided for her in confinement she will sometimes properly dispose. The cock is bold, voracious, and cruel; and one which I had many years ago caught a canary bird which had accidentally escaped, and was observed with it beneath his talons, in the proper attitude of the hawk, tearing it to pieces and devouring it. Pheasants have been seen preying upon a dead carcase, in company with carrion crows; and it has been said that they will fall upon a diseased and weak companion of their own species, and devour it. They feed upon all kinds of seeds and vermin, like the peacock; and are said to be particularly greedy of toads, provided they be not too large to swallow; whereas, according to report, they will not touch the frog, of which ducks are so fond. A pheasant was shot by T. Day, Esq., of Horts, the crop of which contained more than half a pint of that destructive insect, the wire-worm; and the number of 1606 grains of barley were taken from the crop of a pheasant, at Bury, in Suffolk, in 1727.

There are many varieties of pheasants of extraordinary beauty and brilliancy of colours; in many gentlemen's woods there is a kind as white as snow, which will intermix with the common kind. Many of the gold and silver kinds, brought from China, are also kept in aviaries in this kingdom; the common pheasant is likewise a native of the East, and is the only one of its kind that has multiplied in our island. Pheasants are generally found in low woody places, on the borders of plains, where they delight to sport; during the night they perch on the branches of trees. They are very shy birds, and do not associate together, except during the months of March and April, when the male seeks the female; they are then easily discoverable by the noise which they make in crowing and clapping their wings, which may be heard at some distance. The hen breeds on the ground like the partridge, and lays from twelve to fifteen eggs, which are smaller than those of the common hen; the young follow the mother as soon as they are freed from the shell. During the breeding season the cocks will sometimes intermix with the common hen, and produce a hybrid breed, of which we have known several instances.

For shooting pheasants it often becomes necessary to start very early in the morning, as they are apt to lie during the day in high covert; where it is almost impossible to shoot them till the leaf has fallen from the trees. We do not know how to advise in knowing where to go for pheasants, as we have only to send some one the previous evening, for the last hour before sun-set, to watch the different barley or oat stubbles of a woodland country, and on these will be regularly displayed the whole contents of the roosting grounds. It then remains to be chosen, which would be the best calculated to shoot in; and, when we begin beating them, it must be remembered to draw the springs, so as to intercept the birds from the old wood. If the coverts are wet, the hedge rows will be an excellent beginning, provided we here also attend well to getting between the birds and their places of security. If pheasants, when feeding, are approached by a man, they generally run into covert; but if they see a dog, they are apt to fly up.

There are very few old sportsmen but what are aware that this is by far the most sure method of killing pheasants, or any other game, where they are tolerably plentiful in covert; and although to explore and beat several hundred acres of coppice, it becomes necessary to have a party with spaniels, yet, on such expeditions, we rarely hear of any one getting much game to his own share, except some sly old fellow, who has shirked from his companions to the end of the wood, where the pheasants, and not only the South Eastern. Many more, driven from the property discovered, are anticipated. The robberies were generally committed in the following manner:—A passenger going by any of the trains is met at the door by one of the railway porters, who desires to know what luggage he has with him. The porter is unwilling to take the trouble to look into the luggage van, and the owner seeing it, as he imagines, safely deposited, takes his seat in the carriage. No sooner, however, is he gone, than a cry is raised from the van to a confederate—"Here, Sir, you had better take your portmanteau with you, and then you will be sure it is safe," and, handing the luggage over to the confederate, he disappears. The property is not missed until the train reaches its destination—too late to find the thief. Another plan is, to place luggage for long distance into short distance vans, a confederate accompanying it, and claiming it as his property. Changing labels has also proved very successful; but the latter two plans can only be effected by porters.

On Wednesday the examination of *Daniel Garratt* was resumed before Mr. Alderman Hughes. The lord-mayor-elect and Mr. Alderman Challis were also on the bench. The justice room was crowded with persons interested in the case. Mr. Clarkson, for the prosecution, began by calling a witness to complete the first charge, that the prisoner stol, and Maynard, the estate agent, received the letter-case, containing bills to the amount of 2000*l.*, the property of Mr. Vaughan Prance. After the witnesses had been examined, it was arranged that the prisoner should stand remanded till the 7th inst.

POLICE.

GUILDHALL.—THE LATE RAILWAY ROBBERIES.—On Monday Mr. Nash applied for and obtained summonses to enforce the attendance of witnesses to give evidence against Garratt, the man in custody charged with having committed numerous robberies at the railway termini in London. The following cases of robbery of passengers' luggage will be proceeded with against Garratt:—Four on the London and Birmingham Railway, two on the Great Western, two on the South Western, and one on the South Eastern. Many more, however, from the property discovered, are anticipated. The robberies were generally committed in the following manner:—A passenger going by any of the trains is met at the door by one of the railway porters, who desires to know what luggage he has with him. The porter is unwilling to take the trouble to look into the luggage van, and the owner seeing it, as he imagines, safely deposited, takes his seat in the carriage. No sooner, however, is he gone, than a cry is raised from the van to a confederate—"Here, Sir, you had better take your portmanteau with you, and then you will be sure it is safe," and, handing the luggage over to the confederate, he disappears. The property is not missed until the train reaches its destination—too late to find the thief. Another plan is, to place luggage for long distance into short distance vans, a confederate accompanying it, and claiming it as his property. Changing labels has also proved very successful; but the latter two plans can only be effected by porters.

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THEATRES.

Drury-Lane Theatre opened on Saturday last with Mr. Balfe's opera of *The Enchantress*, and a new ballet, composed expressly for this theatre by M. de St. Georges and M. Albert.

The novelty in the cast of *The Enchantress* was the assumption of Madame Thillon's part by Miss Romer. This young lady chiefly shines in tuneful and passionate expression, in bringing out with dramatic force the full richness of a voice not always pliable at command. The light ethereal ornaments which Anna Thillon can scatter about with such playful profusion, belong less to her style than music of a more earnest character. Nevertheless, she acquitted herself exceedingly well in the arduous part of Stella. The per song, "A youthful knight," sung with much spirit, received a double *encore* in emulation of the honour previously accorded to Madame Thillon, and the showy song in the third act, though not executed with the neatness of the French vocalist, was highly creditable to the English one. She was heartily applauded throughout, and *bouquets* were thrown to her at the end of the performance.

The new ballet is called *The Marble Maiden*, and is a story of the Pygmalion class, assigned to the times of Lorenzo dei Medici. Massachio, the sculptor, has made a statue of Hebe, with which he has fallen desperately in love, and which he fondly keeps concealed from his pupils. He has also made statues of a good and evil spirit, and the latter of these, possessed of a sort of semi-animation, promises by means of a fiery inscription, that "the statue (of Hebe) shall be animated by day," candidly adding, "for thy destruction." The statue of the good spirit is, however, not idle, but its pedestal in turn inscribes itself with the words, "The statue (of Hebe) shall be marble by night, for thy safety." Here we have a fine moral on the expediency of "letting well alone," for the gift of the good spirit is, in fact, only an approximation to the state of things that would have gone on if no change had taken place at all. The statue of Hebe gradually steps from her pedestal, being no other than the beautiful and graceful Adele Dumilatre. Strong expressive pantomime does not seem to be her *forte*, but her actions when, just awakened to consciousness, she took a childlike interest in surrounding objects, and, above all, in her own face, as reflected by a mirror, were very pretty and characteristic. Night again reduces her to a condition of marble, and also brings the Duke's nephew, Cosmo dei Medici (Petipa) with a lot of attendants, who stealthily take the statue out of the studio. Cosmo has in vain endeavoured to purchase it, but, meeting a refusal, acts in this discreditable style. A grand *fête* is held at Florence for the inauguration of the Palace Pitti, and through a public place passes a procession bearing various works of art, among which is the Hebe veiled. The sculptor Massachio, who has missed his work, recognises it in the procession, and endeavours forcibly to recover it, but is prevented by the guards. So ends act one.

Hebe becomes animated at the ducal palace, and creates a little dramatic inconvenience for *Cosmo* falls in love with her, and becomes cool and indifferent to the *Princess Beatrice*, the bride chosen for him by his uncle, *Lorenzo*. In the meanwhile the *fête* goes on in full vigour in the gardens of the palace, and we have the procession with its statues, pictures, &c., all over again. Now, a procession is a very good thing in its way—and this is a very good procession—but a repetition is rather too much, and we can sympathise with those of the audience, who discharged a few hisses at the glittering throng. Soon, however, the coast is left clear for *Massachio*, who sits in the garden in mournful loneliness till he is delighted by the approach of his *Hebe*, who, having put on a spangled dress of the *Princess's*, disports herself among the flowers and fountains. Indeed, the fountain is rather a dangerous object, for *Hebe*, again attracted by her own face, is on the point of jumping in. This teaches *Massachio* that his pretty creation is devoid of intelligence, and may some day commit that involuntary kind of suicide which a moth perpetrates by means of a candle. Luckily our friend, the evil statue, is set up in the garden, and informs him, through his eloquent pedestal, that three roses will confer "Reason, Grace, and Love," on the condition that for each gift he shall sacrifice ten years of his life. To this compact, which the ballet-book pronounces "impious," and which gentlemen connected with assurance-offices must have regarded with peculiar horror, he agrees, and in the first place gives "reason" to his *Hebe*. Blind *Massachio*, why did he not content himself with two gifts, and save ten years of his life, for assuredly it would be superfluous to give "grace" to Adele Dumilatre? The second gift, however, enables her to vanquish the *Princess Beatrice* in dancing, and an extraordinary bound, which, lifted by M. Petipa, she executes over the head of that lady—yes, reader, over her head—brings down a thunder of applause. The fascinated sculptor gives her the third rose, "love," hoping that he will be the happy swain; but *Hebe* at that moment cast her eyes on *Cosmo*, and he becomes the chosen one. She perceives his approaching marriage—she is overcome by jealousy; but when this feeling has reached its height night has returned; she is again a statue, and *Massachio*, being alone with her, is enabled to carry her off. In act three she again elopes with *Cosmo*, and we have more despair on the part of *Massachio*. Albert's pantomime is very fine, but this repetition of the same sentiments and situation becomes tiresome. At the palace *Hebe* passes a happy time with her lover, which is soon interrupted by the appearance of the Duke, the bride, and the sculptor. Night approaching, she becomes a statue in the presence of the Court, and *Massachio* smashes her with his mallet, to prevent her from becoming the property of another. She falls senseless, and the good spirit is soon bearing the spirit of *Hebe* to the skies. The idea of this ballet is most poetical, but its excessive length nearly counterbalances its other advantages.

ECHOES OF THE GREEN ROOM.

PRESENTATION OF PLATE.—On Saturday night, after the performances at the Adelphi, a very gratifying demonstration took place on the stage, in the presentation of a splendid piece of plate to Mr. Webster, the lessee—the voluntary offering of the artists, authors, and employés of the theatre. The particular circumstance which called for this tribute was the completion of the first season of Mr. Webster's lesseeship of the Adelphi Theatre. The piece of plate, which is a beautifully executed facsimile of the celebrated Warwick vase, weighing 136 ounces, bears the following inscription, expressive of the intentions and sentiments of the donors:—"This vase was presented to Benjamin Webster, Esq., lessee of the Theatre Royal Adelphi, by the members, as a token of their regard for his unwearied exertions and perseverance, and to commemorate the unprecedented prolongation of the season, which commenced upon the 28th day of September, 1844, and ended the 27th day of September, 1845."

DEATH OF BENSON HILL, THE COMEDIAN.—Benson Hill, who was a harmonious and artistic actor, a facile writer, and some time editor of the "Old Monthly," died on the 7th instant, at an obscure abode in town, in penury and distress. The last employment Mr. Hill held was at the free list of the Lyceum Theatre. Whilst attending to his duties there, he caught a severe cold, which resulted in consumption—a disease that soon proved fatal to him. His age was verging on fifty. Besides having been a popular actor, Benson Hill was the author of various light works of travel and social morels, still inquired after in circulating libraries.

On Monday—the last night of the season at Vauxhall—Messrs. Wardell and Holt take a benefit. The attractive bill of fare of amusements on that occasion, and the announced names of those two caterers for popular gratification will secure a full attendance. Let all who wish to see Vauxhall recollect it is "the last night."

MUSIC.

SOCIETY OF BRITISH MUSICIANS.—The first trial for the season took place at the Queen's Concert Room, Hanover Square, on Tuesday. The band consisted of the élite of the British artistes, under the able direction of Mr. Thirlwall. As the majority of new compositions tried will probably come before us in a more public manner in the course of the season, we will not enter into their merits individually at present; but content ourselves with remarking that there is a manifest improvement on the former seasons in the generality of works produced. Two artistes being new to the London profession, we may exempt them from this rule. Mr. Rea, a very young man, pupil of Mr. Sterndale Bennet, produced a new overture that was justly received with enthusiastic applause by the society. As a first effort it is an extraordinary composition, the style being highly refined, and the instrumentation judicious and masterly. Mr. Henry Farmer, of Nottingham, appeared in the London circle for the first time as a violinist and composer in a concerto of his own composition. He possesses a vigorous bow-arm, and great facility of left hand; his performance on this occasion fully entitles him to a place in the first class. He is a pupil of Mr. Thirlwall's. Walter Macfarren also deserves honourable mention; his progress since last year is extraordinary. The chamber concerts of this society are announced for the 13th of this month.

BRITISH SPORTS.

NEWMARKET FIRST OCTOBER MEETING.

TUESDAY.

The Trial Stakes of 10 sovs each; for three-yr-old, 7st 7lb; four, 8st 9lb; five, 9st 2lb; and aged, 9st 6lb. A.F. 3 subs.

Duke of Bedford's Oakley, aged	(H. Bell) 1
Mr. Cope's Energy, 3 yrs	2
Duke of Portland's Fly Bcliram, out of Ruth, 3 yrs	3

The Hopeful Stakes of 43 sovs each, h ft; for two-yr-old colts, 8st 7lb; and fillies, 8st 5lb. Last half of Ab. M. 16 subs.

Sir J. Gerard's Madcap, 8lbs extra	(E. Edwards) 1
Duke of Richmond's Cuckoo, 3lb extra	2
Mr. Matthew's Chamois	3

The Grand Duke Michael Stakes of 50 sovs each; for three-yr-old colts, 8st 7lb; and fillies, 8st 3lb. A.F. 18 subs.

Lord Lonsdale's c by Jerry, out of Turquoise	(Bartholomew) 1
Lord Stradbroke's Idas	2
Colonel Peel's c by Slane, out of Colweh	3

The Buckenham Stakes of 300 sovs each, h ft, for the produce of mares covered in 1842 colts, 8st 7lb; fillies, 8st 4lb. T.Y.C. One to the post.

Colonel Peel's Samphire	(Nat) 1
Mr. Wreford's (jun.) b f Wit's End	2
Lord Exeter's c by Colwick, out of Meeca	3

Match, 200, h ft. T.Y.C.

Mr. Payne's Collingwood, 3st 13lb	(W. Abdale) 1
Duke of Bedford's Prologue, 8st 13lb	2

Betting.—2 to 1 on Collingwood, who won by a head after a fast run race.

The following horses have arrived from Goodwood:—Longitude, Refraction, f by Sheet Anchor out of Rosa Bianca, and Green Pea.

WEDNESDAY.

Match; 50, h ft. T.Y.C.

Colonel Peel's Garry Owen, 8st 4lb	walked over
Lord Maidstone's Arcanus, 6st 13lb	paid

Handicap Sweepstakes of 15 sovs each, 10 ft, for two-yr-old. 4 subs. T.Y.C.

Mr. Shelley's Chandelier (late Farthing Candle), 7st 10lb	(W. Abdale) 0 1
Mr. Greville's Deer Chase, 7st 12lb	0 2
Lord Albemarle's Neil Cook, 7st 2lb	3

The St. Leger Stakes of 25 sovs each; for three-yr-old colts, 8st 7lb; and fillies, 8st 4lb. D.I. 7 subs.

Lord Lonsdale's b c by Jerry, out of Turquoise	(Bartholomew) 1
Duke of Richmond's Refraction	2
Mr. Ward's Attorney	3

50*l.*, for three-yr-old, 7st 5lb; four, 8st 8lb; five, 8st 13lb; six and aged, 9st. D.I.

Lord George Bentinck's Longitude, 3 yrs	walked over

THURSDAY.

Town Plate.

Longitude	1
Foremast	2
Hawkesbury	3

The Rutland Stakes of 30 sovs each, 20 ft; for two-yr-old.

Lord G. Bentinck's Green Pea	1
Mr. Hook's Buttress	2
Duke of Rutland's c by Slane, out of Voluptuary	3
Mr. W. Sadler's The Pretender	4

Sweepstakes of 5 sovs each, for two-yr-old.

Neil Cook	1
Asteria	2
Zahara	3

Sweepstakes of 50 sovs each.

Lord Stradbroke's Idas	1
Duke of Bedford's Prologue	2
Mr. S. Stanley's Paultons	3
Lord Vernlam's Maywith	4

The Queen's Plate of 100 guineas

Boarding School Miss	1
Event	2

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

At Belfast, of a son, the lady of the staff officer of pensioners, Captain Macpherson.
Mrs. Macpherson is niece of Lord Rolle.
In Upper Brook Street, the Hon. Lady Brooke, of a son.
At Ashburnham House, Chelsea, the Hon. Mrs. Leicester Stanhope, of a son.

MARRIED.

At Swaffham, George, eldest son of G. Thornhill, Esq., M.P., to Elizabeth, daughter of the late R. Wilkinson, Esq., of Montagu Square.
At Hanover Square, Rubin Hoy, Esq., of Bury, to Miss Mary Bray, of Lower Cheam, Surrey.

DIED.

At his residence, Bath, Jos. Walsh, Esq., deeply regretted by his relatives and friends.
George, youngest son of R. Groom, Esq., of Henrietta street, Cavendish Square.
John Higgs, Esq., of Plumstead, and Wynberg, Cape of Good Hope, aged 65.
At Paris, J. M. Connell, Esq., late of Cheltenham.
At Elkstone, in his 74th year, the Rev. T. Hooper, rector of Elkstone and of Syde, Gloucester.

BRITISH FUNDS.—CLOSING PRICES.

Bank Stock	—	—	India Stock	266	
3 per Cent. Red.	—	—	Ditto Bonds	63	
3 per Cent. Cons.	98		South Sea Old Annuities	—	
3½ per Cent. Red.	—	—	Ditto New Annuities	—	
New 3½ per Cent.	—	—	Ex. Bills 1000*l.* 1½*d.*	47 pm	
New 5 per Cent.	—	—	Ditto 500*l.*	47 pm	
Long Annuities to expire—			Ditto Small	47 pm	
Jan. 1860	—	—	Bank Stock for Act.	211	
Oct. 1859	—	—	Consols for Act.	98¾	
Jan. 1860	—	—	India Stock for Act.	—	

FOREIGN FUNDS.

Brazilian Bonds	87¼	Spanish 5 per Cent.	—
Colombian, 6 per cent.	—	Ditto 3 per Cent.	38
Cuba Bonds 6 per Cent.	—	French 5 per Cent.	—
Danish 3 per Cent.	—	Dutch 2½ per Cent.	59⅜
Mexican 5 per Cent. 1837	—	Ditto 4 per Cent.	94⅝

PRICES OF RAILWAY SHARES.

	PAID.	CLOSING PRICES.		PAID	CLOSING PRICES.
Aberdeen	25	24	Londonderry & Coleraine	25	—
Arinagh, Coleraine, and Portadown	12	2	London Salisbury and Yeovil	25	—
Birmin. and Gloucester	100	128	London and South Western	41*l.* 6*s.* 10*d.*	79
Ditto Extension	12	—	Ditto, New	25	95
Birmingham and Oxford Junction	2	6	Londonderry and Enniskillen	25	—
Boston, Stam'd, and Birm.	22*l.*	—	Lynn and Ely	25	94
Brighton, Lewes, and Hastings	20	—	Lynn and Dereham	14	42
Bristol and Exeter	70	—	Manchester and Leeds	76	—
Do. Quays	2	—	Ditto Shares	34	—
Bristol and Gloucester	30	—	Ditto, 3 Shares	2	—
Caledonian	5	15¾	Manchester and Birming.	40	89
Ditto Extension	25	4	Ditto New Quarters	2	17
Cambridge and Lincoln	14	5	Manchester, Buxton, and Matlock	22*l.*	8
Cambridge and Dover	14	2	Midland	100	171
Chester and Holyhead	15	21	Ditto, New	2	27
Cheltenham and Oxford	2	3¼	Midland Great Western (Irish)	25	—
Clonmel Valley	2	—	Newcastle and Darlington Junction	25	69
Clydesdale Junction	5	—	Ditto, New Brandling	10	57
Cork and Waterford	14	2¼	Newcastle and Berwick	14	30¾
Coventry, Bedworth, and Nuneaton	12	—	Newcastle, Durham, and Lancashire Junction	12	—
Cornwall	—	—	Newry and Enniskillen	25	—
Direct Manchester (Remington's)	22	—	Newark and Sheffield	14	—
Direct Northern	25	—	North British	15	30¾
Dublin and Belfast Junc.	25	—	Ditto, Scrips	15	12
Dublin, Belfast, and Colerain	5	—	Northern and Eastern	45	—
Dublin and Galway	4	—	Do. Quarter Shares	12*l.*	—
Dundalk and Enniskillen	25	—	North Kent	22	—
Dublin and Drogheda	2	—	North Staffordshire	22*l.*	6¾
Eastern Counties	14*l.* 16*s.*	22	North Wales	14	21¾
Ditto Scrips	4*l.* 16*s.*	7¾	Norwich and Brandon	25	—
Ditto Perpetual, 5 per Cent. No. 1.	6*l.* 13*s.* 4*d.*	—	Ditto, New	1	34
Ditto, Ditto, No. 2.	13*s.* 4*d.*	—	Nottingham and Boston	14	46
East Dereham and Norwich	1	2¼	Oxford and Worcester	25	193
Eastern Union	20	—	Oxford, Witney, and Cheltenham	12	21
Ditto Extension	14	6¼	Perth and Inverness	22	34
East Lincolnshire	14	6¾	Pilbrow Atmospheric	14	—
Edinburgh and Glasgow	50	75	Portsmouth Direct	25	—
Ditto Quarter Shares	12½	—	Preston and Wyre	50	42¾
Ditto New Quarters	2½	—	Richmond and West End Junction	1	3¾
Ely and Bedford	12	—	Rugby and Huntingdon	—	34
Glouc. Aberystwith, and Central Wales	—	2¾	Rugby, Worcester, and Ring	1	6¼
Goole and Doncaster	12	6¼	Scottish Central	25	105
Grand Union	14	4¾	Scottish Midland	14	5
Great South. and West. (Ireland)	15	—	Shrewsbury, Wolverham., Dudley, and Birming.	25	9
Ditto Extension	21	—	Shrewsbury, Hereford, & North Wales	22	—
Great North of England	100	216	Shrewsbury and Trent Valley Union	22*l.*	3
Ditto New	25	51¾	South Devon	20	30
Ditto New	2	—	South Eastern and Dover	22*l.* 2*s.* 6*d.*	—
Great Western	80	160	Ditto, No. 2.	12	—
Ditto Shares	50	92¾	Ditto, No. 3.	24	—
Ditto, Fifths	20	37	Staines and Richmond	2	—
Guildford, Fare'm, Ports.	24	32	South Wales	24	74
Harwich	1	1¾	South Midland	22*l.*	—
Hull and Selby	50	104	Trent Valley and Holyhead Junction	12	23
Ditto, 4 Shares	8	—	Waterford and Kilkenny	7	5¼
Lancaster and Carlisle	25	51	Waterford, Wexford, Wicklow and Dub.	14	2¾
Leeds and West Riding Junction	12	—	Welsh Midland	21	4¾
Leicester and Birming.	22*l.*	13	Worcester, Shrewsbury, and Crewe Union	12	4¾
Leicester and Bedford	22*l.*	3¼	Wilts, Somerset, and Weymouth	24	11¾
London and Blackwall, 16*l.* 13*s.* 6*d.*	22*l.*	9¾	York and North Midland	20	118
London and Brighton	50	71¾	Ditto, 4 Shares	25	57¾
London and Croydon, 13*l.* 15*s.* 9*d.*	24	Yarmouth and Norwich	20	—	
Ditto, Quarters	13*s.* 6*d.*	—	York and North Midland Ditto, 4 Shares	20	30¾
London and Croydon Guaranteed 5 per Cent.	6	—	Do. Scarboro' Branch	25	—
London and Greenwich 12*l.* 15*s.* 6*d.*	—	10¼	Ditto, Extension	5	—
Ditto, Preference	18	—	Ditto, Selby	12	30¾
London and York	—	6¼	York and Carlisle	20	85

FOREIGN RAILWAYS.

Boulogne and Amiens	6	13¾	Orleans and Vierzon	10	—
Bordeaux and Toulouse	—	—	Orleans and Bordeaux	4	—
Bourdeaux, Toulouse, and Cette	2	—	Over Yssel	4*l.* 3*s.* 4*d.*	—
Ditto (Mackenzie's)	2	—	Paris & Lyons, Lafitte's	2	3
Dijon and Mulhouse	2	—	Paris and Lyons (Garneron's)	2	3¾
Dutch Rhenish	5	12¾	Paris and Lyons (Calon's)	2	2¾
East Indian	5*l.*	3	Paris and Orleans	20	—
Great North of France (Lafitte's)	4	6¾	Paris and Rouen	20	—
Ditto (Rosamel's)	2	3¼	Paris & Strasbourg (Garneron's)	2	—
Great Paris and Lyons	2	2¾	Do. Comte de l'Est)	2	—
Jersey	1	—	Royal North of Spain	2	—
Jamaica Junction	14	—	Sambre and Meuse	6	6¾
Ditto, South Midland	1	—	Strasbourg and Bale	14	—
Lyons and Avignon	2	2¾	Tours and Nantes, Mackenzie's	2	2¾
Louvain and Jemeppe	4	4¾	Verons and Ancona	3	—
Luxemburg	2	2¾	West Flanders	2	2¾
Namur and Liege	4	6¾			

JOINT STOCK BANKS.

Australasia	40	—	London and Westminster	27
Union of London	10	—		

MINE.

Real del Monte, Unregis	4	4¾

MARKETS.

MARK LANE, FRIDAY, Oct. 3.—The arrivals of English wheat for our market since Monday have been on a very moderate scale; hence the show of samples of that description of grain here to-day was by no means extensive. However, as the attendance of buyers was comparatively small, the demand for it was in a sluggish state. The finest parcels of fresh and white mealy sold at full rates of currency; but all other kinds could not be sold except at a slight depression in value.

Very little fine foreign wheat was on offer, yet it was fully adequate to suit the wants of the buyers. In all descriptions very little was doing at barely late rates.

The demand for bonded grain for export to Holland having ceased, scarcely a transaction took place, and prices were almost nominal.

No new English barley at market. Grinding and distilling sorts were without alteration.

We had only a retail trade for malt; but as very little was on offer, late prices were maintained for the best parcels.

A full average quantity of oats has reached us this week from Ireland, yet the trade was steady, and the quotations were well supported.

In beans we have nothing worthy of note, and currencies had a downward tendency.

Maple and grey peas were dull, and cheaper to sell.

In flour no sales reported.

ARRIVALS.—Wheat: English, 3340; Irish, 0; Foreign, 12,760. Barley: English, 360; Irish, 120; Foreign, 0. Oats: English, 250; Irish, 18,540; Foreign, 0. Flour, 4430 sacks; malt, 1780 qrs.

SMITHFIELD, FRIDAY, Oct. 3.—In to-day's market the supply of beasts was seasonably good as to numbers, but very deficient in quality. Owing to the unfavourable state of the weather for slaughtering the beef trade was extremely dull, at barely stationary prices. The supply of foreign stock consisted of only 50 beasts and 20 sheep. The numbers of sheep were small, yet the sale for them was heavy, at late rates. For veal the inquiry was very inactive, at a decline of 2*d.* per 8lbs. In pigs a fair business was transacted. Milch cows moved off slowly, at from 15*l.* to 19*l.* each.

Prices, per 8 lbs., to sink the offal:—Coarse and inferior beasts, 2*s.* 4*d.* to 2*s.* 8*d.*; second quality ditto, 2*s.* 10*d.* to 3*s.* 2*d.*; prime large coarse ditto, 3*s.* 4*d.* to 3*s.* 6*d.*; prime Scots, &c., 3*s.* 8*d.* to 4*s.* 0*d.*; coarse and inferior sheep, 3*s.* 2*d.* to 3*s.* 4*d.*; second quality ditto, 3*s.* 6*d.* to 4*s.* 0*d.*; prime coarse-woolled sheep, 4*s.* 2*d.* to 4*s.* 6*d.*; prime Southdown ditto, 4*s.* 8*d.* to 5*s.* 0*d.*; large coarse calves, 3*s.* 8*d.* to 4*s.* 2*d.*; prime small ditto, 4*s.* 6*d.* to 4*s.* 8*d.*; large hogs, 3*s.* 6*d.* to 4*s.* 4*d.*; neat small porkers, 4*s.* 6*d.* to 5*s.* 2*d.*; sucking calves, 18*s.* to 30*s.*; and quarter old store pigs, 17*s.* to 22*s.* each. Beasts, 731; cows, 101; sheep, 5800; calves, 243; pigs, 316.

NEWGATE AND LEADENHALL, Friday.—We had a very inactive demand here to-day, and prices were with difficulty supported:—Inferior beef, 2*s.* 4*d.* to 2*s.* 6*d.*; middling ditto, 2*s.* 8*d.* to 3*s.*; prime large ditto, 3*s.* 0*d.* to 3*s.* 2*d.*; prime small ditto, 3*s.* 4*d.* to 3*s.* 6*d.*; large pork, 3*s.* 4*d.* to 4*s.* 6*d.*; inferior mutton, 3*s.* 4*d.* to 3*s.*; middling ditto, 3*s.* 8*d.* to 4*s.*; prime ditto, 4*s.* 4*d.* to 4*s.* 6*d.*; veal, 3*s.* 8*d.* to 4*s.*; small pork, 4*s.* 8*d.* to 5*s.* 6*d.*

BOROUGH HOP MARKET, FRIDAY, Oct. 3.—During the present week several parcels of new hops have arrived hither from Kent and Sussex; yet the demand has ruled dull, and prices are well supported. Picking is now very general, but the account relative to the produce are by no means favourable. The duty is called 160,000*l.* to 164,000*l.* In yearlings and oldhops comparatively little is doing. New Sussex pockets, 6*l.* 6*s.* to 7*l.*; new Kent ditto, 6*l.* 15*s.* to 7*l.* 7*s.*

LONDON GAZETTE.—TUESDAY, SEPT. 30.

BANKRUPTS.—R. HUGHES, Piccadilly, upholsterer.—G. A. PAINE, High Street, Bloomsbury, church-clock maker.—W. WEBBER, Catherington, Hants, grocer.—J. RAYNER, Bury, church-clock maker.—W. WEBBER, Catherington, Hants, grocer.—J. RAYNER, Rougham, Norfolk, licensed victualler.—S. MANNING, Newman Street, Oxford Street, stone mason.—G. E. NOON, East Street, Manchester Square, engineer.—J. GIBSON, Mottingham, Kent, gentleman.—W. FREEMAN, Edward Street, Portman Square, combe Street, Belgrave Square, oilman.—R. FREEMAN, Edward Street, Portman Square, hosier.—E. BARRY, Bristol, victualler.—W. JARMAN, Wigton, Cumberland, chemist and druggist.—J. THOMPSON and J. THOMPSON, Leeds, stockbrokers.—R. SHANKLIN, Salford, druggist.—J. THOMPSON and J. THOMPSON, Manchester, provision dealer.—T. ROBERTS, Liverpool, Lancashire, druggist.—J. HUGHES, Manchester, provision dealer.—T. ROBERTS, Liverpool, commission agent.

LONDON GAZETTE.—FRIDAY, Oct. 3.

BANKRUPTS.—W. STAVT, Oxford, Baker.—J. H. LOMES, Richmond, butcher.—R. M'ENTIRE, Paternoster Row, commission agent.—T. DAVIES, Liverpool, merchant.

HIGH WATER at London Bridge, for the week ending October 11.

Monday.		Tuesday.		Wednesday.		Thursday.		Friday.		Saturday.	
M.	A.	M.	A.	M.	A.	M.	A.	M.	A.	M.	A.
h. m.	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.
4 44	5 6	5 29	5 52	6 19	6 46	7 20	7 57	8 39	9 26	10 9	10 54

UNIVERSAL LIFE ASSURANCE SOCIETY

1, KING WILLIAM STREET, LONDON.

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The following table will show the result of the last division of profits, as declared on the 14th of May, 1845, to all persons who had on that day paid six annual premiums:—

Age when Policy was issued.	Date of Policy.	Sum assured.	Original Premium.	Reduced Annual Premium.
20	On or before 14th of May, 1840.	£1000	£19 6 8	£9 13 4
30		1000	24 8 4	12 4 2
40		1000	31 10 0	15 15 0
50		1000	42 15 0	21 7 6
60		1000	66 11 8	33 5 10

DAVID JONES, Actuary.

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The whole of the Profits divided ANNUALLY among the Members, after payment of five Annual Premiums.

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Credit allowed to Members for the whole of the first five Annual Premiums, on satisfactory security for their payment.

Transfers of Policies effected and registered (without charge) at the Office.

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LOANS.—Loans granted upon undoubted security.

Extract from the Reduced Scale of Rates, for an Assurance of 100*l.*, for One Year, Seven Years, and the whole Term of Life.

Age.	Annual Premiums. One Year.	Seven Years.	Whole Life.
	£. s. d.	£. s. d.	£. s. d.
20	0 17 6	1 1 6	1 13 11
30	1 2 9	1 3 3	2 2 4
40	1 5 6	1 7 0	3 0 4
50	1 12 6	2 1 6	4 1 11
60	3 3 5	3 17 0	6 8 3

Full particulars are detailed in the Prospectus. A. R. IRVINE, Managing Director.

LADIES, whether frequenting the crowded saloon, the close assembly, the rural ride or drive, the summer promenade, or the aquatic excursion, will find in ROWLAND'S KALYDOR a renovating and refreshing, cleansing and softening auxiliary, which

THE BAS BOULONNOIS.

OUR LADY OF BOULOGNE.

The close connection which subsisted between the south-eastern shores of England and the north-western coast of France during the long and turbulent period in which they formed alternately the battle-grounds, or the "golden fields," of reconciliation to the two nations, has given to the Pas de Calais a peculiarly English interest. There the wanderer from our native shores finds in the usages of the people much that reminds him of home; but it is in the Bas Boulonnois, a district of the Pas de Calais, that these claims on his curiosity demand the greatest share of attention. These claims, like those which are felt by the tourist in Normandy, are the stronger, as it happens that the people are a very primitive race, attached to old habits, old costumes, and all old things. The country, too, is beautiful, and in its marble and mineral districts of great and varied interest. Yet this charming region is comparatively unknown. The "north and the south"—Scotland and Italy—are crowded with metropolitan visitors, while a spot unique and complete in its historic associations and physical peculiarities, and lying as it were at our very feet, is overlooked, or, in ignorance of its attractions, disregarded.

The South-Eastern Railway and its attendant steamers have put the Bas Boulonnois within an easy half day's journey from London, and as we believe many persons may be induced to make the trip for themselves, we have prepared the following description of the objects most worthy of attention, in the hope that it will be found accurate and satisfactory. Kirkpatrick says of the "Poly Olbion" of Drayton, that when he

> —— his Albion sung,
> With their own praise the echoing valleys rung;
> His bounding muse o'er every mountain rode.

But an acute critic remarks, that if, instead of sending his muse to ride over the mountains, and resting contented with her report, he had ridden or walked over them himself, his poem would have deserved more praise. We think so, too; and have, therefore, preferred Camden as our model, who visited the places, however distant, of which he wrote. We proceed, then, to our task.

The Bas Boulonnois is a circular tract of country, forming the bottom of a chalk basin, whose hills, on the boundaries of the circle, shut it in from the adjacent provinces. This inclosure commences with the heights of Le Portel and Cap d'Alpreck, about two miles south of Boulogne; it then passes by the right bank of the Liane, crosses the Paris road near Samer, and proceeds through Desvres, passing Bournouville, Henneveux, to Hardinghen, when it bends to the west, and leaving the Foret de Guines on the left, takes a bold and lofty course to the coast, when it finishes in Cap Blanez, five miles south of Calais. The remaining boundary is formed by the cliffs of the sea-shore.

The undulating table land forming the bottom of this circle is the Bas Bolonnois, of which Boulogne may be considered the port and the capital. From the summit of the Napoleon column the whole of it may be scanned at a glance, and few more imposing sights are to be witnessed. The "little kingdom," thus separated from the rest of France, has often been compared in its general features to England; and certainly there are sufficient points of resemblance to justify the comparison. The climate, the pastures, and the ordinary vegetable products are the same; but its Flora—its list of wild flowers—is its own, many peculiar and beautiful species being found exclusively in its gentle valleys. The climate is drier, and less subject to fluctuation than in England; but the same winds prevail, and produce the same effects, and the seasons are nearly similar.

The villages are mostly situated in the bottoms of the valleys, the cottages being well built, covered with thatch, and crowned on the ridges with a row of Irises, which, in the summer time, are highly ornamental. The houses of the better class are solidly constructed of stone.

The farms are small, scarcely ever exceeding fifty acres. The implements of agriculture are in a very primitive state; the ploughs are heavy, the harrows continue to have wooden teeth, the threshing machine is not known, and the Hainhalt scythe is used.

The mineral treasures of the district constitute its chief wealth, and they are found in its most picturesque localities. They comprehend limestone, sandstone, fuller's earth, many beautiful varieties of marble, coal, iron, and peat.

The streams are numerous, and beautifully margined with woods, and enlivened with hamlets and clusters of cottages. From Boulogne the district may be traversed by the several main roads to Samer, Desvres, St. Omer, and Calais. The St. Omer route is the richest, and as it is representative of the others, we shall confine our attention to the objects in its course.

SHRIMPWOMAN OF AMBLETEUSE.

Supposing the visitor to start from Boulogne by the Calais gate of the upper town, he will take the road that runs to the left, and at once reach the suburb, named after an inn of that name, *Le Dernier Sou*. Arrived here, a road on the left leads to the entrance of the presumptuous column of Napoleon, now devoted by King Louis Philippe to the grand army of France.

From the monument a descent is made into a valley, where stands a rude little chapel, surrounded by a hamlet, called, from the name of the chapel, *Jésus Flagellé*. It is visited, besides the fishermen, to whose use it is especially appropriated, by crowds of persons afflicted with diseases, many of whom perform pilgrimages thither.

BOULOGNE, FROM THE BANKS OF THE LIANE.

The walls are covered with a number of images of saints, and other ornaments offered by the fishermen; and near the door are two chests, containing crutches, staffs, bandages, and numerous votive offerings, which, *it is said*, were left by those who have been *miraculously* cured.

At a short distance from the chapel is Terlinethun, where Henry VIII. established his head-quarters during the siege of Bologne, in 1554. About a quarter of a mile from this hamlet, and nearer the sea, is a quadrangular block of marble, intended to commemorate the great distribution by Napoleon of the decorations of the Legion of Honour, and placed on the very spot where stood the throne of the emperor.

Not far from the coast is the Chateau d'Honvault, of a remote antiquity, and which Henry VIII. is supposed to have inhabited during his sojourn in France. It was in the well of this house that the Baron de Morvilliers, governor of the Boulonnois, caused the venerated image of Notre Dame de Bologne to be thrown (1590), and in which it was *miraculously* discovered only forty years afterwards.

Taking, again, the Calais road, the visitor will observe, to the left, the hamlet of La Poterie, situated in a valley, and the Chateau Lozembrune, built upon the site of an ancient fort; then he will proceed to Wimille, one of the largest and most populous villages in the Boulonnois. It stands between mountains at the extremity of the valley du Denacre. The church, a Norman structure, dedicated to St. Peter and St. Eloi, forms a picturesque object at the entrance of the village. A beautiful Magdalen adorns the interior.

Marquise, situated two miles further on, is a well-built and flourishing market town, on the banks of the river Slack. It contains nearly 2500 inhabitants. The environs are enriched by coal mines, iron ore, numerous fine marble and stone quarries, which well deserve a particular notice. We shall therefore here add a few remarks respecting them, just premising that at the Café Richard a guide well acquainted with the district may be procured. The Bas Boulonnois is, as we have said, remarkable for the masses of minerals of various descriptions which it contains. It is abundant in marbles,

freestone, limestone, coal, and iron ore, exposed almost to view by nature herself. The neighbouring departments are actually supplied from the Marquise with the materials for building. The quays of the harbours of Boulogne, Dunkirk, Calais, and St. Valery are built with its freestone, and its marbles have been employed in magnificent public monuments, the principal of which are Napoleon's Pillar at Boulogne, the Exchange at Paris, and the Cathedral of St. Vaast at Arras. The iron ore, which is now worked near Hardinghen and Pissevert, between Ambleteuse and Wimille, and in several other places, exists in inexhaustible quantities. The surface of the hills seems to consist entirely of it, and it is often exposed to view by the ploughshare. The coal was worked at Hardinghen in the 16th century: the most unequivocal signs of its existence are everywhere to be met with. Several companies, English and French, have recently been formed, and coal pits are at present at work. Iron works and founderies were constructed in 1839 by Messrs. P. and L. Pinard, from Paris, and by Messrs. Sherwood and Co. in 1843. Both establishments are in full activity. A system of railroads connected with the sea at Wissant has been projected. The nearest quarries to Marquise are those producing the marble denominated *Lunel*, and that called *Napoleon*. The former is found in the parish of *Bréquenèque*, and consists of several beds of stone of a whitish, unvariegated tinge, the thickest of which has a perpendicular depth of five feet: under the stone is discovered a bed of marble, measuring from 14 to 15 feet in thickness, named *Lunel fleuri*. This description of marble is considered as the most solid and durable of the different kinds that are produced in the Boulonnois.

About 300 yards distant, and in the parish of *Ferques*, we find quarries that yield the *Napoleon* marble, which is of a greyish colour agreeably varied. This was chosen by the emperor for his column, and hence comes the name it now bears. The extraction of the marble is an interesting and highly picturesque process, and in order to give some idea of the enormous solid masses which may be drawn from this valuable quarry, it may suffice to state, that M. Garnier, a government engineer, cubed one the weight of which was estimated at about 275 English tons. These quarries belong to M. Gody, who carries on with their products a considerable trade to the interior of the country, and with Belgium and England.

Close to the quarries of *Ferques* may be seen a circular range of stones, strikingly resembling in arrangement some existing in the Morbihan, as well as those found in Cumberland, and called *Long Meg and her Daughters*. They are denominated by the peasantry,

SCENE ON THE QUAI OF BOULOGNE.—MARKET WOMEN OF HARDINGHEN.—FISHWOMEN OF PORTEL.

la Danse des Nôces (the nuptial dance), and were supposed for a long time to have been the remains of a Druidical temple. The superstitious traditions of the people relate that, on the spot where the circle stands, a wedding party were assembled, and that having refused to do homage to the sacrament which the priest was carrying to a sick person, they were *all changed into stones*. The bride and bridegroom, as well as children, are still *pointed out* amongst the masses of the rock upon which they rest.

In leaving the valley, we reach *Elinghen*, on the right of the road leading from Marquise to Guines. It abounds with quarries of various kinds of marble, which are cut, squared, and polished by different descriptions of machinery, the invention of M. F. Sauvage, a Boulonnese, well known for his mechanical talents. The country around is picturesque — some of the houses, like those of Petra, are built in the cliffs of the ragged rocks.

Hardinghen is a village of some importance, containing about 1600 inhabitants, and built on the flanks of the chalk hills. The coal mines at this place were discovered towards the sixteenth century, and their produce is now abundant. These mines are connected with those of Fiennes, and are under the direction of the same company.

A lane to the left of the village leads to a valley, which, for the beauty of its scenery, joined to its strikingly peaceful aspect, has gained the appellation of La Vallée Heureuse, or "The Happy Valley."

This charming place surpasses our far-famed Dove Dale in romantic beauty; and perhaps one spot, entitled "Les Rochers," equals any rock scenery in the world. The valley is watered by the river Slack, and its sides are formed of bold promontories of richly coloured marbles. Here and there, too, venerable woods and sprightly plantations of recent growth give variety to the gorgeous solitude.

About 600 yards further begin the extensive quarries of the Haut-banc (High-bank), which have been worked for ages. They are remarkable for their depth, and are surmounted, as it were, by mountains of imbedded rocks. After digging to a considerable depth are discovered two beds of marble, horizontally placed above each other, and separated by a stratum of stone of no value. The nature of the marble in the two beds, although so close, is perfectly different. The first, named *Henriette*, is of a yellowish and green colour; the second, called *Caroline*, is of a brown tinge, with red and blue veins.

The peasantry of the Bas Boulonnois may be divided into the classes employed in quarrying, fishing, and agricultural operations, and severally occupying places peculiar to them in the hills, the coasts, and the hamlets of the interior.

They are together a most industrious race, remarkably clean in their persons and their homes; cheerful, and even sanguine in temperament, but debased by manifold superstitions, and the victims of a tyrannic priesthood. Their costumes are peculiar, and mark their several occupations in a distinctive manner. The fishermen exchange the blue dresses of the English sailor for bright flaunting reds, and his white straw hat for an orange-coloured cap. The fishwomen and their daughters glory in yellow flannel striped with green, and wear

PEASANT WOMEN OF LA VALLEE HEUREUSE WASHING AT A HILL STREAM.

brightly-tinted handkerchiefs on their heads. The women of the villages adopt the dark-coloured cloaks of Flanders and the fanciful decorations of Picardy, among which gay stockings and tall caps may be enumerated. The blouse and the sabot distinguish the men. The people of the hills and the quarry districts approach the Normans in the characteristics of their costume, and are fond of ornaments. On an Easter-day, or at a "Ducasse," the display made by the young women, of ribbons and false jewelry, is quite surprising, when their extreme poverty is considered.

We have said that the peasantry are grossly superstitious, which is only another way of stating that they are extremely ignorant. The "Green Wolf" is honoured with popular festivals; good and bad days are sought or dreaded; evil spirits are propitiated, and the Virgin is worshipped as "very God." Indeed, the worship of the Virgin Mary, under the title of our "Lady of Boulogne," is so universal in the Bas Boulonnois, that she may be very fairly denominated the popular idol. The circumstances which have given rise to the practice are these.

In the year 633 a vessel, it is reported, without sails, oars, or sailors, arrived at Boulogne. The *Faithful* hurried down to the boat, on board of which they found a wooden image of the Virgin, three feet and a half in height, bearing the infant Jesus on her left arm. It was received with the warmest demonstrations of piety, and soon became the object of special veneration. Such immense numbers of pilgrims resorted afterwards to its shrine, that they often had, it appears, great difficulty in finding accommodation in the town. Splendid gifts from every part of Christendom poured in, for a series of years, and rendered the church one of the richest and most magnificent in France. The marriage of Edward II. king of England with Isabella, the daughter of Philip-le-bel, took place at Notre Dame. In 1478, Louis XI. offered the county of Boulogne as an homage to the Virgin, and confirmed it by a letter-patent, in the form of a charter, by which he declared himself and his successors her vassals. After the taking of Boulogne by Henry VIII., the image was carried to England, but was afterwards restored by Edward VI. It continued to be in great veneration till the Revolution, when her fate terminated (1793), with all the saints of the different churches of Boulogne, by a grand bonfire in the Place d'Armes of the upper town.

GRAND JUNCTION, GREAT WESTERN, and SOUTH-WESTERN RAILWAY JUNCTION, completing the Line from London to Birmingham and Liverpool by the shortest route.

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William Trelwell, Esq., Piddington.
Charles Frederick Thornley, Esq., Westbury, near Bristol.
William Walker, Esq., Eldon Terrace, Leeds.
Captain F. Bayly Warthropper, R.N., Director of the Birmingham Extension Railway.
Walter White, Esq., Fitzroy Square, Director of the London and Windsor Railway.
William White, Esq., Blackheath, Director of the Central Kent County Railway.
W. A. Wilkinson, Esq., Woodbury Down, Director of the Waveney Valley and Great Yarmouth Railway.
Robert Winslow, Esq., Prince's Risborough.
Robert Winslow, jun., Prince's Risborough.
Thomas Wragg, Esq., Boarstall.

(With power to add to their number.)

MANAGING COMMITTEE.

James Brand, Esq.	H. Garrett Key, Esq.
E. F. Grundy, Esq.	W. Kuper, Esq.
E. Chapman, Esq.	S. H. Powell, Esq.
Henry Dodson, Esq.	Lewis Pocock, Esq., F.S.A.
Samuel Douglas, Esq.	John Southgate, Esq.
John Inglis Jerdein, Esq.	W. White, Esq.

(With limited power to add to their number).

ENGINEERS.
Sir John Macneill, LL.D., F.R.S.
James Thomson, Esq., F.R.S.E., M.R.I.A.

SOLICITORS.
Messrs. Roy, Blunt, and Johnstone, Lothbury.
George Smith, Esq., 24, Golden Square.

BANKERS.
London — Messrs. Smith, Payne, and Smith, Lombard Street; The Union Bank of London; Messrs. Cockburn and Co. Whitehal.
Maidenhead — Messrs. Stephens, Blagrave, and Co.
Wycombe — Messrs. Wheeler and Sons.
Bicester — Messrs. Tubb.
Thame — Thomas Stone, Esq.

LOCAL AGENTS.
Maidenhead — James Smith, Esq.
High Wycombe and Prince's Risborough — Charles Harman, Esq.
Bicester — Richard Maley, Esq.
Oxford — John Looker, Esq.
Windsor — C.S. Voules, Esq.

HONORARY SECRETARY, pro tem., John Southgate, jun., Esq.
Offices of Provisional Committee, 2, Charlotte Row, Mansion House.

The great importance of the above line of Railway, not exceeding 64 miles in length, will be immediately seen by referring to the map. It commences at the Farnborough station of the South Western Railway, crossing the Great Western line between Slough and Maidenhead, and terminates in the Oxford and Rugby line of railway at Heyford, beyond Oxford, on the route to Birmingham, accommodating in its course, Bracknell, Sunning Hill, Bagshot, Ascot, Windsor, Great Marlow, High Wycombe, Prince's Risborough, Thame, Bicester, and many other places at present without Railway communication.

It will form the most direct route from London to Banbury, Warwick, and Birmingham, and by the Grand Junction Railway to Manchester, Liverpool, Lancaster, and Carlisle, and by the Caledonian Railway to Glasgow and Edinburgh; also from Crew to Chester, Birkenhead, and Holyhead, thus opening the most direct communication with Dublin.

It will, by a short branch to Woodstock, in connection with the Cheltenham and Oxford line, form the most direct route to South Wales, Waterford, and the south of Ireland, as well as by the Oxford, Worcester, and Wolverhampton line to Worcester, and conversely to all the central portion of Wales, thus forming the shortest route to all Wales and Ireland.

The length of this line will not exceed 64 miles, and it will save an average distance of 14 miles to each of the before mentioned places, as compared with the route now traversed by the Great Western Railway. It is satisfactory to state that there are no engineering difficulties, and that the land is the least valuable of any in the counties through which this line is intended to pass, avoiding, as it does, parks and ornamental property.

To the advantages offered to the above places, by saving about 14 miles in the transits to London, must be added that of connecting them with the South Western and the Reading and Reigate lines, affording passengers an opportunity of proceeding to Southampton, Portsmouth, Isle of Wight, Dover, Brighton, and all adjacent places, without the necessity of passing into the metropolis, thereby avoiding much time and inconvenience.

It will be seen from the foregoing facts, that the formation of this line will afford very great advantages to many of all parts of England, Scotland, Wales, and Ireland, as it will materially facilitate the delivery of their many marketable products by opening another and more direct route to London. It is also manifest, that the receipts from this line, independent of a great local traffic, there will be also an immense through traffic brought on this line, which must pay at least 10 per cent. on the capital required. This is manifest, as the construction of the line will not cost 20,000*l.* per mile, while the London and Birmingham Railway cost 53,09 *l.* per mile, upon which enormous outlay it continues to pay 15 per cent.

Shareholders in the Grand Junction, Great Western, South Western, Oxford and Rugby, Oxford, Worcester, and Wolverhampton, and Birmingham and Oxford Junction Railways will have a preference in the allotment of Shares after parties locally interested.

The deeds will provide that no call shall be made on the shareholders beyond the deposit now paid, until the Act of Parliament shall be obtained; and power will be taken in the Act to allow a per cent. interest on all calls until the line be completed, which, from the nature of the ground to be gone over, is not expected to exceed two years.

The Committee have decided, in compliance with the suggestions of land-holders of great influence, to form branches from the Thames station on the proposed main Line to Oxford and Aylesbury, thereby establishing a direct communication between those important places.

Applications for Shares may be made, in the annexed form, to the following Sharebrokers:—London: Mr. W. West, Capel Court; Mr. Benjamin Rankin, Tokenhouse Yard; Mr. M. L. Pritchard, and Mr. Brancker, Liverpool; Messrs. Cardwell and Sons, Messrs. Gardiner and Heap, and Messrs. Green and Oldham, Manchester; Messrs. Potter and Smith, Leeds; Mr. Andrew Moffat, Edinburgh; Mr. Andrew Brand, Glasgow; Messrs. Bruce and Symes, Dublin; Messrs. Graystone and Earle, York; Messrs. Solmes and Tripp, Bristol; Messrs. Hopwood and Talmer, Plymouth; Mr. T. Sandford, Exeter; Mr. J. Wright, Birmingham; Messrs. Sibury and Simpson, Hull; Mr. Isaac Ironside, Sheffield; Messrs. Mann and Son, Norwich; Mr. Joseph Frey Baker, Cheltenham; to the Secretary, at the offices of the Company; to Messrs. Roy, Blunt, and Johnstone, Lothbury; and to George Smith, Esq., solicitor, No. 24, Golden Square.

To the Provisional Committee of the Grand Junction, Great Western, and South-Western Railway Junction Company.

Gentlemen,—I request that you will allot me Shares in the above Company, and I agree to take all such Shares, or as many as may be allotted to me, and to pay the deposit thereon, and to execute the Parliamentary Contract and Subscriber's Agreement when required so to do.

Name	
Description	
Residence	
Date	
Reference to	

LEEDS, FLEETWOOD, and LIVERPOOL RAILWAY COMPANY.

Provisionally registered pursuant to 7 and 8 Victoria, cap. 110.
Capital, 1,000,000*l.*, in 50,000 Shares of 20*l.* each.
Deposit, 2*l.* 2*s.* 6*d.* per Share.

PROVISIONAL COMMITTEE.

The Right Honourable the Earl of Uxbridge.
The Right Honourable Lord Albert Conyngham.
The Right Honourable Lord George Paget.
The Honourable Miles Dorner, Hans Place, Director of the Larne, Belfast, and Ballymena Railway.
The Honourable Percy Evans Freke, Belgrave Square, Director of the Bandon and Bantry Railway.
The Honourable Douglas Kinnaird Pulteney, Parliament Street, Chairman of the York and Lancaster Railway.
Sir John Hare, Knight, F.S.A., Langham Place, Director of the Liverpool and Leeds Railway.
Sir William Bacon Johnston, Bart., Hilton, Aberdeenshire, Director of the Chepstow, Forest of Dean, and Gloucester Junction Railway.
Sir William Twysden, Bart., Dorset Street, Portman Square, Director of the Chepstow, Forest of Dean, and Gloucester Junction, and Erewash Valley Extension Railways.
Major-General Sir William P. Tuyll, Green Street.
Lieutenant-General Sir Robert Barton, K.C.H., Montagu Place.
John Ashurst, Esq., Lothbury, Director of the South and Midlands Junction Railway.
James Adair, Esq., Pall Mall, Director of the Goole and Doncaster Railway.
Joseph Austin, Esq., Headingley, near Leeds, Director of the Leeds and York Railway.
H. A. Brown, Esq., Old Broad Street, Director of the Calne and Chippenham Railway.
Robert Beverley, Esq., Potter-Newton, Leeds, Director of the Leeds and Carlisle Railway.
James Beech, Esq., Grosvenor Place, Director of the South Union Railway.
Emanuel Briggs, Esq., Leeds.
Robert Baker, Esq., Ingleston, Yorkshire.
Charles Barry Baldwin, Esq., M.P. and J.P., King's County, Director of the Midland, Great Western of Ireland, and Cork and Waterford Railways.
Thomas Heathrington Barker, Esq., Surgeon, Bath.
Lewis Bruce Knight Bruce, Esq., the Priory, Rochampton, Surrey.
William Downing Bruce, Esq., Ripon, Yorkshire, D.L., Director of the Barbadoes General Railway.
William Close Braddon, Esq., Regency Square, Brighton.
William Christopher Buck, Esq., Leeds, Director of the Leeds and York Railway.
Joseph Bulmer, Esq., Leeds.
Thomas Bell, Esq., Leeds.
James Craven, Esq., Leeds.
E. F. Saywell, Esq., Lillingstone Dayrell, Bucks, High Sheriff of the County, and Director of the Bucks and Oxford and Wolverton Railway.
Robert Dewsbury, Esq., Headingley, near Leeds.
Colonel Dyneley, York, Director of the York and Lancaster Railway.
John Forster, Esq., Headingley, near Leeds, Director of the East and West Yorkshire Junction and Leeds and Carlisle Railways.
William Fenwick Fraser, Esq., Manchester Square, Director of the Rugby and Manchester Railway.
Joseph Gilli Frith, Esq., Austin Friars, Chairman of the Londonderry and Coleraine Railway.
Joseph Gill, Esq., Potter-Newton Mount, Leeds, Director of the Leeds, York, and Midland Junction Railway.
Lieutenant-Colonel Gillies, Porchester House, Bayswater.
Captain Sir Andrew Pellatt Green, R.N., K.C.H., St. James's Street, Director of the British North American and the Ionian Banks, and of the Mutual Life Assurance Company.
William Green, Esq., Walnut Tree House, Leytonstone, Director of the Amman Vale Iron Company and Isle of Man Railway.
John Harley, Esq., Leeds.
Robert Herries, Esq., Leeds, Director of the Leeds and Liverpool Direct Railways.
John Holroyd, Esq., St. James's Street, Director of the York and Lancaster Railway.
Captain Hodges, R.N., Connaught Terrace, Hyde Park, Director of the Leeds and Carlisle Railway.
John Jackson, Esq., Alderman of Leeds, Headingley Hill, Director of the Leeds and York Railway.
Stephen Jervis, Esq., Whitehall Place, and Darlaston Hall, Staffordshire, Director of the Leicester and Bradford, and Trent Valley Continuation Railways.
James Lamb, Esq., Hyde Park Square, Director of the Tring, Reading, and Basingstoke Railway.
Edward Legh, Esq., the Limes, Lewisham, Chairman of the Associated Irish Mine Company, and Provisional Director of the Direct London and Holyhead Railway.
Thornton Littlewood, Esq., Howarth Cross, Rochdale.
Richard Holt Lomax, Esq., Rochdale.
John Lord, Esq., Calbrade, Cheshire.
John Love, Esq., Norfolk Crescent, Hyde Park.
Captain James Patrick Macdougal, North Brixton, Director of the Oxford, Southampton, Gosport, and Portsmouth Railway.
John Metcalf, Esq., Leeds, Acting Director of the Leeds Waterworks Company.
James Middleton, Esq., Knostrop, Leeds, Director of the Midland and Thirsk Junction, and Leeds and Carlisle Railways.
Joseph Middleton, Esq., Grove House, Hunslet, Leeds, Director of the Midland and Thirsk Junction and Leeds and Carlisle Railways.
Thomas Myers, Esq., Leeds.
William Collett Myers, Esq., Leeds.
Captain T. C. Newton, Bruton Street, and Lugwardine, Herefordshire, Director of the Isle of Man Railway Company.
John George Norbury, Esq., Mancetter House, Atherstone, Director of the Boston, Stamford, and Birmingham Railway.
George Parbury, Esq., Mansfield House, Russell Square.
Leonard Hayward Pegler, Esq., Leeds, Chairman of the Committee of Management of the Manchester and Birmingham Railway Company at Leeds.
Charles Pegler, Esq., Leeds.
John Pollard, Esq., Holbeck, near Leeds.
William Prince, Esq., Elmwood Place, Leeds.
John Richardson, Esq., Harrogate, Director of the East and West Yorkshire Junction, Wakefield and Harrogate, and Leeds, York, and Midland Junction Railways.
T. A. Richardson, Esq., Bryanston Street, Director of the Galway and Belfast Railway.
John Robinson, Esq., Wakefield, Director of the Stockton, Northallerton, and Leeds, and Leeds and South Staffordshire Railways.
Henry Scott, Esq., Pall Mall.
Richard Scholefield, Esq., Leeds, Director of the Leeds and West Riding Junction Railway.
William Scholefield, Esq., Leeds, Director of the Leeds, York, and Midland Junction Railway.
William Shaw, Esq., Director of the London and Birmingham Extension and Warwick and Worcester Railways.
Francis Smedley, Esq., Jermyn Street, High Bailiff of Westminster.
George Smith, Esq., Leeds.
Richard Lea Wilson, Esq., Milk Street, City, and Streatham, Director of the Isle of Man Railway.
William Wilkinson, Esq., Stainton Vale, Cleveland, Yorkshire.
Major White, Pall Mall, Director of the South Midland Railway.
Mark Walker, Esq., Leeds, Director of the Leeds and Liverpool Direct Railway.
William Wells, Esq., Leeds.
James Ward, Esq., Leeds.
William Walker, Esq., Leeds.
James Whitehurch, South Cliff, Netley Abbey, Director of the Manchester and Southampton Railway.
John Whitehead, Esq., Holbeck, Leeds.
Henry Wolfenden, Esq., Leeds.

(With power to add to their number.)

ACTING ENGINEERS.
Sandiforth F. Griffin, Esq.
John Hooke Taunton, Esq.

BANKERS.
London — The Union Bank of London; the London and County Bank.
Liverpool — The Bank of Liverpool.
Manchester — The Manchester and Liverpool District Banking Company.
Edinburgh and Glasgow — The Edinburgh and Glasgow Bank.

JOINT SOLICITORS.
H. R. Hill, Esq., 62, Moorgate Street, London.
John Shackleton, Esq., Leeds.

PARLIAMENTARY AGENTS.
Messrs. Deans, Dunlop, and Hope, Fludyer Street, Westminster.

SECRETARY, pro tem.
A. B. Blackie, Esq.

Fleetwood will be found, by a reference to the map, to be admirably situated for purposes of export and import, presenting no difficulties of navigation, and connected by rail, river, and canal communication with Preston, Blackburn, Chorley, Kirkham, Bolton, Bury, Rochdale, Oldham, Manchester, and Liverpool, towns of which the population varies from 70,000 up to 300,000. Fleetwood bears nearly in a straight line west from Leeds, and on all the lines of railway in the intervening space radiate from south to north, it becomes a matter of weighty and absolute importance that a line should be carried transectively in accordance with the plan now laid down. The line will pass through or near to the following towns:—Leeds, Kirkstall, Bramley, Horsforth, and Calverley, including Idle and Pudsey, woollen manufacturing districts; Eccleshill, Bradford, Shipley, woollen and stuff manufactures and minerals; Bingley, cotton and woollen; Keighley, cotton spinning and worsted mills; Haworth, worsted, stuffs, and cotton; Colne, cotton manufacturing and worsted goods; Barrowford, spinning and manufactures of cotton; Halifax, Whitley Booths, Worsteads, Clitheroe, lime and other minerals in abundance, cotton manufactures, and print works; Cheagley, Chipping, lime and agriculture; Bleasdale, agriculture; Garstang and its environs, lime kilns, cotton manufactures; Nailer, Pilling, and Fleetwood. On this route the population, including villages, will amount to more than half a million of souls.

From Fleetwood a junction will be formed communicating direct by the nearest line to Liverpool, by the line from Liverpool and Preston in connection with that great western metropolis, will act as feeders to the intended line; and the value in the aggregate of reciprocated activity between Fleetwood and Liverpool, as keys to the manufacturing districts, it is unnecessary to require comment.

The West Riding of Yorkshire is not only among the most industrious, but also the most "producing" and flourishing portion of the United Kingdom. The northern portion of this district, which it is contemplated, has been created by almost every means which ingenuity may devise in the shape of improved communication. At present no facilities whatever exist for ready intercourse between Fleetwood and the manufacturing districts, a line being now in the course of being projected (with Liverpool and Manchester as their main support), together with those of the West Riding (dependent upon Leeds as their principal support), demand immediately that facility of access which is the least possible period of time, and upon the most liberal scale. A few statistical data will tend to elucidate this subject. Woollen and cotton manufactures prevail in the districts referred to. Of cotton, the estimated production in the United States is 520,000,000 lbs., of which 316,760,000 lbs. is exported to England, and a considerable part of this will, by the proposed line, find its way from Fleetwood to the northern parts of Lancashire and the West Riding. From other countries the supply is equivalent to 150,000,000 lbs., of which also a large proportion will be received into the same mart; and the value of the entire produce of the cotton manufactures within the year may be stated at 65,770,469*l.* Between 1824 and 1834 the advance was as follows:—

According to Mr. Huskisson, the amount was, in 1824,		
Exports	. .	17,500,000
Home consumption	. .	16,000,000
		£33,500,000
According to Mr. Macqueen, the amount was, in 1834,		
Exports	. .	20,513,416
Home consumption	. .	22,000,000
		£42,513,416

since which time the increase has been more than proportionably great.

Of woollens, the total value of the exports in an average year, say 1830, amounts to 5,767,667. For home consumption, the value was 4,000,000*l.* The total import of foreign wool, in 1830, was 57,379,923lbs., of which 56,684,874lbs. were entered for home consumption. We may gather from this how much remains to be developed, more particularly if we take as a guide the great commercial authority of the day, Macculloch, who says, "The advantages resulting from improved communications are most striking. They give the same common interest to every different part of the country, and the same empire, and put down, or rather prevent any attempt at monopoly on the part of dealers of particular districts, by bringing them into competition with those of all the others. Nothing, in a word, produces such facilities of communication with distant countries, as well as all is mutual, reciprocal, and dependent. Every one contributes to the utmost of his power to extend the limits of production and civilisation."

In 1829, 22,686 tons of coal were shipped coastways from Fleetwood, and 103,610 tons were exported from Liverpool, since which a great increase in both directions has taken place. As it respects Fleetwood, the proposed line would open out immense resources in this department of supply. At this time coal is much wanted westward from Keighley, particularly at Haworth and other places, where peat is burnt as a substitute. Yorkshire abounds with coal, which could be conveyed by the proposed line at an easy expense, and would be a great boon to the inhabitants throughout the westward portions of the new railway, and a source of large profit to shareholders and proprietors.

From the further items now given, other calculations will necessarily deduce themselves. The number and value of live stock exported from Dublin to Liverpool and coastways, in 1830, stands thus:—

	To Liverpool.	Coastways.
Black Cattle	164,897	4,993
Calves	1,488	78
Sheep	193,360	58,217
Pigs	27,811	540
Pigs	384,880	5,711
Horses	5,644	30
Mules	1,277	299
Total Value		3,330,857*l.*

There can be no doubt whatever that Ireland, Scotland, and the Isle of Man will be largely benefitted by the intended line. Flax spinning is the principal branch of manufacture at Leeds, and it may be viewed as a fact that the augmentation of traffic in linen yarns and manufactured goods would be very great. The line, therefore, has a claim for all the support that can be given by the opulent and powerful body connected with that business. In 1839, the importation of foreign flax into the United Kingdom amounted to 1,216,111 cwts.; and in 1840, the value of British linen exported amounted to 3,304,542*l.*, and of linen yarn to 830,197*l.*; total, 4,124,742*l.* The calculations on this score, as it respects many parts of Scotland and Belfast, with Fleetwood, Liverpool, and Leeds, are so great and increasing as to demand for this subject the most profound consideration.

From Fleetwood to the Isle of Man the distance is forty-five miles, which is now traversed by steamers daily; and arrangements will be made by this Company for increasing the power and number of them, so that, in connection with the Isle of Man Railway, the Committee of which is cordially in co-operation with this Company, the island may be brought into the closest connection for the short space of time, thus affording to tourists and visitors an easy and cheap journey to that attractive and salubrious island; while to commercial men and travellers, it will offer the nearest practicable route to Scotland and Ireland, with an entire saving in point of time of at least six hours.

The trade of Ireland with Liverpool is equal to that of the sum of every other port in Great Britain; and 300,000 tons of shipping are entered annually from the Isle of Man alone. From the latter place, Fleetwood is the nearest port.

Returning to the towns connected with the intended line:—Of Leeds, the township comprises 3000 acres; it is the chief emporium of the woollen manufacture, and the population is not much under 200,000. At Bradford, the chief manufacture is that of worsted stuffs and woollen yarn for broad cloths; the iron trade flourishes in its neighbourhood—wire-work, in particular. Low Moor iron-works. There is a most abundant supply of iron ore and coal, both of excellent quality.

The line through Selby to Hull presents, with the proposed line, a direct communication between the eastern and west coasts of England, and is immediately in connection with the York and North Midland, Great North of England, Manchester and Leeds, Preston and Bolton, Preston and Longridge, North Union, Lancaster and Preston, Preston and Wyre, and Liverpool and Manchester Railways.

The distances will be considerably abridged between important points; that between Leeds and Fleetwood presenting an economy of fifty miles, and the minimum saving in other directions being not less than twenty miles.

Accurate surveys are now in progress, and the Directors entertain no doubt that the line will be made under the average rate of expense. That it will be highly remunerative has already been shown.

Power will be applied for in the Act to allow interest at 4*l.* per centum on all calls from the time of their respective payments, and to limit the liability in the form annexed hereto to the amount of their subscriptions.

A reserve of shares will be made for landowners and other parties locally interested. Prospectuses may be had of, and applications for shares in the form annexed made to the Secretary, at the offices of the Company, 31, Moorgate Street; and to H. R. Hill, Esq., 62, Moorgate Street, London; John Shackleton, Esq., Leeds, solicitors to the Company; and of the following brokers:—London — Messrs. B. and M. Boyd, 4, New Bank Buildings; Mr. A. Sym, Tokenhouse Yard; Mr. John Morgan, 2, Copthall Court; and Mr. Wm. Cash, 10, Old Broad Street. Liverpool — Messrs. Bowie, Cash, Bowie, and J. Powell and R. Lowndes. Manchester—Mr. H. Woodhouse and Mr. Carr. Edinburgh—Mr. Robert Allan. Glasgow—Messrs. M'Ewen and Auld. Dumfries—Mr. M'Kinnell. Aberdeen—Messrs. James Burnett and Co. Lancaster—Mr. W. Hall. Leeds—Messrs. J. and T. Rhodes, and Mr. Richard Binney. Gloucester—Mr. J. N. Balme. Exeter—Messrs. Wilkinson and Sons. Bristol—Messrs. Nash and Tate.

FORM OF APPLICATION FOR SHARES.

To the Provisional Committee of the Leeds, Fleetwood, and Liverpool Railway.

Gentlemen,—I request you will allot me Shares of the Capital in the proposed Leeds, Fleetwood, and Liverpool Railway, upon the terms of the annexed Prospectus; and I hereby undertake to accept the same, or any less number you may allot to me, and to pay the deposit of 2*l.* 2*s.* 6*d.* per Share thereon, and execute all necessary agreements and deeds when required.

Name in full	
Trade or Profession	
Residence	
Place of Business (if any)	
Date	
Reference	

No application for shares can be attended to unless accompanied by a satisfactory reference.

FRENCH and SWISS JUNCTION RAILWAY, from MACON to GENEVA.

Capital 60,000,000 fr. (2,400,000*l.*) in shares of 500 fr. (20*l.*) each;
of which 25,000,000 fr. (1,000,000*l.*) are reserved for England.
Deposit 25 fr. per Share.

FRENCH ADMINISTRATION.

Lieut.-Gen. Comte Colbert, Pair de France, Aide de Camp de S. A. R. le Duc de Nemours, President.
M. le Marquis de Boissy, Pair de France, Vice-President.
M. James Fazy, Membre du Grand Conseil, and du Conseil Municipal de la Republique de Geneve.
M. Ernest Basset, Chevalier de la Legion d'Honneur, Chef du Secretariat du Domaine Privé du Roi.
M. Gilbert, Administrateurs des Chemins de Fer de Tours a Nantes, and de Creil a Saint Quentin.
M. Derroyes, Saint Quentin.
M. Gilbert Coubayron, Chevalier de la Legion d'Honneur, Administrateur du Chemin de Fer de Paris a Lyons.
M. T. Pernot, Administrateur du Chemin de Fer de Creil a St. Quentin.

ENGLISH PROVISIONAL COMMITTEE.

Andrew Spottiswoode, Esq., Deputy Governor of the Union Bank, and Chairman of the Irish North Midland Railway—Chairman.
Capt. Chamier, R.N., Director of the Great Paris and Lyons Railway.
W. Collins, Esq., M.P., Director of the Northampton, Banbury, and Cheltenham Railway.
John Griffith Frith, Esq., Director of the Great Northern of France Railway.
Algernon W. H. Greville, Esq., Director of the Great Eastern and Western Railway.
William Morley, Esq., Deputy-Chairman of the Manchester and Birkenhead Continuation Railway.
William Mountford Nurse, Esq., Director of the Union Bank.
Charles M. Rigg, Esq., Director of the Shropshire Mineral Railway.
D. R. Ross, Esq., M.P., Director of the Great Northern of France Railway.
John Wheelton, Esq., late Sheriff of London and Middlesex, Director of the Leicester and Bedford Railway.

BANKERS.

In France—Messrs. Gaillard and Rompin, Paris.
In England—The Union Bank of London, Princes Street, Mansion House, Pall Mall East, and Argyle Street; and its Branches.

ENGINEER.
Mons. De Villeroy.

SOLICITORS.
Messrs. Mayhew and Son, 26, Carey Street, Lincoln's Inn Fields.

SECRETARY.
J. Richardson, Esq.

This Company was constituted on the 28th of August, 1845, according to an Acte de Societe, passed before M. Bandier, Notary at Paris. Its object is the construction of one of the most important Lines of Railroad hitherto projected in France, and perhaps on the whole Continent. A reference to the map will make it sufficiently apparent that, although short in itself, this Line will connect, by means of the Paris and Lyons, and other French Railroads, the Atlantic and Mediterranean; as well as France, England, Belgium, and Holland with Switzerland and Italy; and will thus complete the great Trunk Line of communication between the West and South-East of Europe.

The length of the line is 120 kilometres, or 76 English miles; it branches off from the Great Paris and Lyons Railway at Macon, situated half way between Chalons-sur-Saone and Lyons, at a distance of about 70 kilometres, or 42 English miles, from each of those places, and passes through Bourg, the principal town of the department De l'Ain, and by Nantua to Geneva.

It had been originally intended to select either Lyons or Chalons-sur-Saone as the starting-point for the Railway; but the great number of travellers continually pouring into Switzerland, which are increasing annually, and which, no doubt, will be doubled when railway accommodation is provided for them, and when this road, as it must, becomes the main road to Italy and the East, will, therefore, be safely assumed that the passenger traffic will be more considerable than on any other line in France.

With regard to merchandise, the following brief statements will demonstrate its importance.

From correct statistical reports it appears that the imports during the last year from France into Geneva amounted to—

	13,269,188 kilogr. merchandise.
	2,439,000 litres of liquids, and
and the exports to	4,172,000 litres of grain.
	5,651,572 kilogr. merchandise.

The former consists principally of corn, wines, oils, iron, soap, glass, yarns, cotton, manufactured and colonial goods; and the latter of wood, cattle cheese, produce of the mountain soil, and the numerous articles of Geneva industry. Besides these articles which the commodities of Railway transport will, as in all cases, naturally produce upon the commercial intercourse between France and Switzerland, it may also be considered that the 60,000 bales of cotton which are annually imported from Marseilles, up the Rhone and from Alsace down the Rhine, must in future pass through Macon, Lyons, Saone, to Macon; that the produce of Italy will take the same route; that Swedish irons, which now reach Geneva by an expensive land journey from Hamburgh, will be conveyed, and considerable economy, by the French canals and the river Saone to Macon. This Line, therefore, will have the advantage of adding to its own a new and most important traffic, withdrawn from other channels of communication.

Negotiations are proceeding, and likely to be brought to successful issue, between this Company and the Swiss Government, with regard to an extension of this Line to Lausanne and Yverdun, which will connect them with the remainder of Switzerland and Germany; and should this important concession be gained, a preference in the allotment of Shares will, of course, be given to Shareholders in the present Company.

The Capital of the Company has been fixed at 60,000,000 of francs (or 2,400,000*l.*), of which 25,000,000 francs (or 1,000,000*l.*) are to be subscribed for in England.

The English Capital is divided into 50,000 Shares of 20*l.* each, upon which a Deposit of 2*l.* 2*s.* 6*d.* is to be paid on application. One month's previous notice will be given of all subsequent Instalments, which are not to exceed 5*l.* each.

In case a lease of the Line shall not be granted to this Company, the Deposits will be paid back with five per cent. interest, but without interest. The English Provisional Directors will be responsible only for the Deposits paid in Great Britain, and the French Provisional Directors only for those paid in France.

By the Statutes of the Company all powers necessary for its due government, and the protection of the interests committed to their care, are given to the Directors; and the Statutes and Regulations, as framed by the Council of Paris, in accquiescence in such Statutes act of subscribing the Application for Shares is, in itself, an acquiescence in such Statutes on the part of the Subscriber.

The Company will be constituted a "Societe Anonyme," according to the laws of France, by which it will be governed; the responsibility of the Subscribers being thereby limited to the amount of their respective subscriptions. The liability of the original Subscribers will extend only to five tenths of the amount of their subscriptions; and when that proportion is paid up the Shares will be legally transferable, and the original Subscribers discharged from further liability.

The Shares will bear interest at the rate of 4 per cent. per annum (in lieu of dividend) on the amount paid up, from the date of the Royal Ordonnance of concession until the opening of the whole Line.

After the opening of the Line a sufficient amount will first be retained out of the net

profits of the Company as a sinking fund, and, after allowing an interest of 5 per cent. on the Shares, the surplus will be divided in the following manner:—18-20ths among the Shareholders, and 2-20ths to the Directors.

The Provisional Directors are invested with full powers to treat with the Government for a lease of the Railway, upon such terms as they, in their discretion, shall consider beneficial to the Company; to tender for such lease either by public or private contract; to fix the conditions and duration thereof; to sign and deposit the same; to effect and regulate the deposit of the caution-money; to bind the Company to the performance of the terms and conditions imposed by the *Cahier des Charges*; and to approve and sign the terms and conditions of such lease, and all other necessary documents; to make any treaty, arrangement, or coalition with other companies, and to reduce proportionately the number of shares; to alter or dissolve the Company, and regard being had to the interests of the shareholders; and generally to take such measures as they may deem expedient, and circumstances may require, in order to secure the concession of the line upon the most favourable terms.

No applications for shares will be attended to, unless accompanied by a first-rate reference.

Applications for shares may be made, in the annexed form, to the Secretary, at the office of the Company, 73 Basinghall Street, London; to the Solicitors; or to the following Brokers and Agents:—

London	(Messrs. John Shewell and Son, 25. Tokenhouse Yard.
	(Mr. Theodore Uzielli, 73. Old Broad Street.
Liverpool	Messrs. Alston and Gaze.
Manchester	Mr. William Marshall.
Hull	Messrs. Collinson and Flint.
Leeds	Messrs. Watson and Co.
Birmingham	Mr. James Pearson.
Edinburgh	Messrs. Robertson and Co.
Glasgow	Messrs. Tassie and Co.
Dublin	Messrs. Labertouche and Stafford.
Halifax	Messrs. Newburn and Blakey.

FORM OF APPLICATION.

To the English Provisional Committee of the French and Swiss Junction Railway Company.

Gentlemen,—I hereby subscribe for Shares of 20*l.* each in the Capital Stock of the above Company, upon the terms and conditions of the Prospectus; and I undertake to accept the same or any less number of Shares that may be allotted to me, to pay the Deposit and Calls thereon when required, and to conform to the Statutes of the Company.

Dated this day of 1845.

Name and Surname in full
Profession
Place of Residence or Address
Name and Address of Reference

THE DUBLIN, TULLAMORE, AND PARSONSTOWN JUNCTION RAILWAY, with a Branch to Portumna.

(Provisionally registered under 7 and 8 Vict. c. 110.)

Capital 250,000*l.*, in 12,500 Shares of 20*l.* each.

Deposit 2*l.* per Share, pursuant to the amended Standing Orders of the House of Lords. No Shareholder to be liable beyond the amount of his subscription.

PROVISIONAL COMMITTEE.

Charles Barry Baldwin, Esq., M.P., 6. Parliament Street, London, D.L., J.P., King's County, Director of the Waterford and Kilkenny, Cork and Waterford, and the Dublin and Kilkenny Railways.
Richard Warburton, Esq., D.L., J.P., Garryhinch, High Sheriff of the King's County.
The Hon. W. M. Dawson, Farkstown.
The O'More, D.L., J.P., Cloghar Castle, King's County, High Sheriff of the County Roscommon.
Sir Edward Synge, Bart., D.L., J.P., Parsonstown, King's County, late High Sheriff, county of Cork.
Lieut. Col. Henry Paisley L'Estrange, D.L., J.P., Moystown, King's County.
Captain Bernard, D.L., J.P., Castle Bernard, King's County.
John H. Drought, Esq., D.L., J.P., Lettybrook, King's County.
Lieut.-Col. Elrington, Scots Fusilier Guards, 12. Wyndham Place, Bryanston Square.
Director of the Southampton, Manchester, and Oxford Railway.
B. B. Williams, Esq., 2. Wyndham Place, Bryanston Square, Director of the Direct London and Manchester, Southampton and Oxford, and Tamworth and Leicester Railways.
Charles H. Bigge, Esq., Bryanstone Square, London, Director of the North Midland and Manchester, and Southampton and Oxford Junction Railways.
H. R. Fowler, Esq., 7. Manchester Square, London, Director of the Irish North Midland and Galway and Ennis Grand Junction, and Manchester, Southampton, and Oxford Junction Railways.
W. H. Harrison, Esq., Cecil Street, London, Director of the South Staffordshire and Leicester and Tamworth Railways.
R. Bell, Esq., Manor House, Chiswick, Director of the Reading, Guildford, and Reigate, and Ely, Wisbeach, and Peterborough Railways.
John Campbell Dicker, Esq., New Hall, Cheshire, Director of the Birkenhead and Holyhead Railway.
Captain William Gabbett Beare, Porchester Place, London, Director of the Worcester and Crewe, and Warwick and Worcester Railways.
Lake Butler, Esq., 5. Christchurch Place, Dublin, Alderman of the City of Dublin, Director of the Cork and Waterford Railway.
Thomas Spanner, Esq., J.P., Clydoff, King's County.
Richard Hammersley, Esq., J.P., Corlanty, King's County.
William Fitzgibbon, Esq., Director of the Clonmell and Kilkenny, and Bandon and Bantry Railways.
William Justin O'Driscoll, Esq., 28. Lower Fitzwilliam Street, Dublin, Director of the Cork and Waterford and Dublin and Kingstown Railways.
Alexander Prince, Esq., 4. Lincoln's Inn Fields, Director of the Tring, Reading, and Basingstoke Railway.
Charles Fitzgerald, Esq., Merrion Square, Dublin, Director of the Manchester, Southampton and Oxford, and Galway and Ennis Grand Junction Railways.
Henry Tumber, Esq., 18. Bruton Street, Eaton Square, London, Director of the Manchester, Southampton and Oxford, and Galway and Ennis Grand Junction Railways.
W. H. Congdon, Esq., Wexford, Director of the Waterford, Wexford, Wicklow, and Dublin Railways.
Lieut. Col. Synge, Silveire House, County Tipperary.
W. L'Estrange, Esq., J.P., Kilcommon, King's County.
Jonathan N. Walsh, Esq., J.P., Walsh Park, King's County.
Charles Camble, Esq., J.P., Glentowen, County Tipperary.
John L. Drought, Esq., J.P., Cloneen, King's County.
Daniel Molley, Esq., J.P., Clonbellis, King's County.
A. Stoney, Esq., J.P., Frankford, King's County.
James Farrer Armstrong, Esq., Treasurer, King's County.
Major H. C. Johnson, J.P., Mountmellick, King's County.
James Emerson, Esq., Conduit Street Bond Street, London, Director of the Southampton and Oxford, Direct London and Manchester, and Galway and Ennis Railways.
Ralph Smith, Esq., J.P., Clarina, King's County.
Robert Drought, Esq., Ridge Mount, King's County.
Michael Hackett, Esq., Elm Grove, King's County.
Philip F. Drought, Esq., Roscrea, King's County.
Daniel Manifold, Esq., J.P., Cadamstown, King's County.
John Warburton, Esq., J.P., Crinkell, King's County, Director of the Cork and Waterford Railway.
Rev. Francis Synge, Silveire House, County Tipperary.
Amos Palmer Doolan, Esq., J.P., Derry House, King's County.
Arthur Robinson, Esq., Tinnaha, County Tipperary.
Henry Smith, Esq., Clarcen, King's County.
Richard Sadlier Hammersley, Esq., Fairgrough Lodge, Lorrha.
Christopher Bailey, Esq., J.P., Cappaingahan, Queen's County.
Thomas Neville Bagot, Esq., J.P. Ballymore, Roscommon.
Thomas Sheane, Esq., J.P., Mountrunkell.
Thomas Sheane, Esq., J.P., Mountrunkell.
Robert Carlile Williams, Esq., M.D., 53. Upper Mount Street.
J. H. Fagan, Esq., Warnford Court, London.
K. Lewis, Esq., Stratford Place, London, and Worcester Park, Surrey, Director of the Lynn, Wisbeach, and Peterborough Railway.
Lynn, Wisbeach, and Peterborough Railway.
Hardy Hislop, Esq., Duke Street, St. James's Square, Director of the Lynn, Wisbeach, and Peterborough, South Midlands, and Birmingham Junction Railway Company.
Walter Unett, Esq., Captain Light Dragoons, Director of the Dover and Bristol Railway Company.
George Unett, Esq., Hundsworth, Staffordshire, Director of the Lynn, Wisbeach and Peterborough, South Midlands, and Birmingham Junction Railway Company.
William Henry Collis, Esq., Hundsworth, Staffordshire, Director of the South Staffordshire Railway Company.
Edwin Smith, Esq., 51. Great Ormond Street, Director of the Lynn, Wisbeach, and Peterborough Railway.
Francis Bennett, Esq., J.P., Kyle, County Tipperary.
Thomas Stoney, Esq., Thomas Town House, King's County.
John Tarnton, Esq., J.P., Killeigh, King's County.
Thomas Robinson, Esq., Rosmore Park, King's County.
Joseph Schroeder Moore, Esq., Stone Buildings, Lincoln's Inn.
Lodge Murry M. Prior, Esq., 12th Lancers, Coventry, Director of the Dundalk and Sligo Railway Company.
Thomas Follett Powell, Esq., 16th Lancers, Lucan House, Ripon, Yorkshire.
(With power to add to their number.)

ENGINEER.
Sir John Macneil, LL.D.

BANKERS IN IRELAND.
The London and Dublin Bank and its Branches.
The Bank of Ireland and its Branches.
The Provincial Bank of Ireland and its Branches.
The National Bank of Ireland and its Branches.

BANKERS IN ENGLAND.
London—Rogers, Olding, and Co.; the London and Dublin Bank, 46. Piccadilly.
Liverpool—The Manchester and Liverpool District Bank.
Manchester—The Manchester and Liverpool District Bank.
Bristol—The West of England and South Wales District Bank.

STANDING COUNSEL.
Thomas Smythe, Esq., 49. Chancery Lane, London.

PARLIAMENTARY AGENT.
C. F. Waddy, Esq., 103. Jermyn Street, London.

SOLICITORS.
Dublin—J. Julian, Esq., 11. Lower Mount Street; and Joseph S. Moore, Esq., 12. Hume Street. London—William Andrews, Esq., 41. Moorgate Street.

CONSULTING ENGINEERS.
Thomas P. Reede, Esq., Dublin; and George Heenan, Esq., Parsonstown.

OFFICES OF THE COMPANY.
13. College Green, Dublin; and 41. Moorgate Street, London.

The important line of railway proposed by this Company will commence at Tullamore, the nearest town of King's County, where it will form a junction with the Great Western Railway of Ireland, proceed by Frankford to Parsonstown, and from thence to, and terminate at or near, Portumna Bridge, in the county of Tipperary. The line will traverse a rich and populous country, and by its junction with the Great Southern and Western and the Dublin and Galway Railways completes a chain of direct lines of railways between the metropolis of Ireland and the river Shannon, and afford the advantages of the improved system of intercommunication to an extensive district untouched by any existing or other projected rail ray.

This facility is imperatively demanded to connect the populous towns of Frankford, Kenaleu Clonaslee, Parsonstown, Banagher, Eyrecourt, Clozhan, Ferbane, Shinrone, Portumna, and Borrisokane, with the city of Dublin on the one hand, and Galway on the other, and will be effected by the construction of a direct line of railway, not exceeding thirty-five miles in length, passing through a country free from engineering difficulties, and avoiding competition with other lines.

The large amount of traffic at present existing between Dublin and the towns in immediate connection with the proposed line, with the great increase which must flow as a necessary consequence of the completion of the work, ensure a highly remunerative return on the capital required to be embarked.

The capital intended to be raised is 250,000*l.*, divided into shares of 20*l.* A deposit of 2*l.* 2*s.* will be required to be paid upon allotment to the credit of the directors, in account with the bankers of the Company, and no call will be made until an Act of Parliament shall be obtained authorising the construction of the work. The liability of the shareholders will be limited by the act to the amount of their respective subscriptions to the capital stock, and power will be applied for to allow interest at the rate of 4 per cent. per annum upon the amount of the deposit, and upon the further calls from the date of each payment until the opening of the line.

The subscribers' agreement and parliamentary contract will be required to be duly executed when the bankers' receipts are exchanged for certificates of scrip, of which due notice will be given, and the deposits paid by persons making default within the time limited by the notice will be absolutely forfeited.

Applications are to be addressed to Alexander M'Neil, Esq., stockbroker, 33. Ely Place, Dublin. London: C. Bennett, Jun., Esq., Copthall Court: Mr. R. E. Little, Warnford Court; and Messrs. Taunton and Bush, Austin Friars. Bristol: Messrs. Tate and Nash. Manchester: Charles O'Neale, jun., and Co., 15. St. Ann's Square. Liverpool: Messrs. Clegg and M'Creight, and Townley and Whitehead. Birmingham: W. H. Collis, Esq. Leeds: W. Merfin, Esq. Hull: Francis Stamp, Esq. And to William Andrews, Esq., at the office of the Company, 41. Moorgate Street, London.

Sept. 19, 1845.

NORTH LONDON JUNCTION RAILWAY COMPANY,

8. Finsbury Place South.

(Provisionally registered, pursuant to 7th and 8th Victoria, cap. 110.)

Capital 1,200,000*l.*, in 65,000 Shares of 20*l.* each.

Deposit 2*l.* 2*s.* per Share.

PROVISIONAL COMMITTEE.

John Attwood, Esq., M.P., Park Lane, Chairman.
James Hodgson, Esq., F.R.S., Chesham Common, Deputy Chairman.
Sir John Edward de Beauvoir, Bart., London.
James Henry Attwood, Esq., Upper Seymour Street, Portman Square.
John Barnard, Esq., Gloucester Place, Portman Square.
Richard Bethell, Esq., Queen's Counsel, Lauderdale House, Highgate.
George Bishop, Esq., South Villa, Inner Circle, Regent's Park.
Augustus Bosanquet, Esq., Broad Street Buildings.
Joseph Brown, Esq., Director of the Trent Valley Continuation Railway.
George Woodroffe Franklyn, Esq., Clifton, Bristol.
W. Hughes Hughes, Esq., F.R.S., C.S.P. 18., Alderman of the City of London.
Henry Morton, Esq., Biddick, Durham.
George Parbury, Esq., Russell Square, Director of the Manchester and Birmingham Continuation Railway.
Richard Spooner, Esq., M.P., 39. St. James's Place.
George Tomyns, Esq., 14. Broad Street Buildings.
Nicholas Wood, Esq., Killingworth, Newcastle-upon-Tyne.

BANKERS.
Messrs. Glyn, Halifax, Mills, and Co., London; Bank of Liverpool; the Union Bank, Manchester.

ENGINEER.
George Parker Bidder, Esq., M.I.C.E.

ARCHITECT.
Robert Abraham, Esq., Torrington Street, Russell Square.

SOLICITOR.
John Bethell, Esq., 78. King William Street, City.

SECRETARY.
Harry Bennett Farnall, Esq.

The Provisional Committee of the North London Junction Railway Company have great satisfaction in informing their subscribers that negociations are now pending between the Provisional Committee of this Company and the directors of the railways north of the Thames, of such a character as to assure them that the City terminus of this railway will form the grand terminus of all the city traffic north of London.

To effect this important object, an area of ten acres or more (at the southern boundary of which is within 500 yards of the Bank of England) has been most carefully surveyed and valued, and the report of the architect and engineer is of so favourable a character as to have induced the Provisional Committee to determine on purchasing the entire site, and it has therefore been resolved by them to increase the capital of this Company to 1,300,000*l.*

The Provisional Committee consider it of paramount importance to secure within the limits of their City terminus the amplest and most complete accommodation for the traffic of each of the railway companies who may co-operate with them, an object which London on the North of the Thames, and five full development to each of their schemes, by creating for them a common centre within the heart of the Metropolis.

Independently, therefore, of the almost incalculable local traffic which the position of their City terminus will ensure to this Company will be added that of those Companies, also, who will eventually co-operate with the North London Junction Railway Company, and the perfection of a project of no ordinary magnitude and importance will be realised throughout the whole of this short but very valuable line of Railway.

A lithographic sketch, now publishing, will accurately define the entire district through which this Company purposes to run this line; by this means the most casual observer will be enabled to ascertain that the environs of London North of the Thames will be placed in immediate communication with the City, while the dense population of the City will enjoy a facility of connection with its suburban localities necessarily affording it the greatest accommodation.

With such important local resources, therefore, together with the vast traffic on which the Shareholders of this Company have a right to rely for profit, a large amount of revenue may be fairly and justly anticipated, fully commensurate with the outlay of the proposed capital. That revenue will be derived thus:—

The daily passenger traffic on the Great Western amounts to 3345, one half of which reaches the City. The London and Birmingham amounts to 4322 daily, two thirds of which reach the City. The Eastern Counties amounts to 3400 persons daily, half of which passe to the West End of London. The omnibus traffic daily is 30,891 passengers, two thirds of which may be given to the City. Passengers from the suburban districts reaching the City, now unaccommodated by any railway, are estimated at 4000 daily.

From these sources the following products are derived:—

	Per ann.
Passengers from the Great Western and Birmingham Railways, at 6*d.* each	452,523
Passengers from the Eastern Counties to the City Terminus of this Company, 3*d.* each	12,061
Omnibus passengers' traffic, at 6*d.* each, as taken at present	187,929
142,208 tons of Goods and Parcels nase annually from the Great Western and the London and Birmingham Railways into the City, at an average cost of carriage of 2*s.* 6*d.* per ton throughout. From the carriage of these goods and parcels, therefore, at the reduced cost of 2*s.* 6*d.* per ton, a revenue may be derived of	17,776
From the carriage of Goods, Parcels, and Mails, bringing into the Eastern Counties Railway Company a revenue of 40,000*l.* a year, may be derived the sum of	10,000
The total of these calculations amounts to	680,289
Deduct 40 per cent. for working expenses	272,115
Estimated Rental to be received from other Companies for the use of Terminus	408,174 30,000
Being a revenue of more than 15 per cent. on a capital of 1,300,000*l.*	198,174

The capital, as now extended, will be divided into 65,000 shares, of 20*l.* each, upon which a deposit of 2*l.* 2*s.* per share will be payable forthwith.

A portion of the shares is allotted to persons locally interested: the remainder will be distributed amongst the present shareholders and the public generally, upon application being made by them in a manner hereinafter mentioned.

The Directors, in compliance with the advice of their parliamentary agents, deem it expedient, in consequence of the recent Standing Orders of the House of Lords, to require a deposit of 10*l.* per share from shareholders are therefore requested, in order to carry this arrangement into effect, to deposit their scrip certificates with the Secretary on or before the 1st of October next, in exchange for which they will obtain a certificate, upon which the Company will receive the amount of the difference payable; and, upon produceing the receipt, and signing the new parliamentary deeds, fresh scrip will be delivered to them.

Applications for prospectuses, maps, and shares may be made to the Secretary, at the offices, No. 8. Finsbury Place South, and the following share-brokers:—Messrs. R. Sutton, Gribble, and Sutton, 22. North Side, Royal Exchange, London; George Barnard, Esq., Cornhill; Robert Edward Little, Esq., 11. Warnford Court, Throgmorton Street; Messrs. Hougkland and Leese, 51. King Street, Manchester; William Marshall, Esq., Bank Buildings, Manchester; and William Hawkes, Esq., Manchester; John Wells, Esq., Rowl Bank Buildings, Liverpool; Messrs. Wellbeloved and Oastler, Leeds; Messrs. Edwards and Son, and W. H. Land, Esq., Bristol; J. R. Lane, Esq., Birmingham; Messrs. Garton and Wright, Sheffield; J. G. Kershaw, Esq., Huddersfield; J. C. Spencer, Esq., Halifax; Messrs. Henry Beaumont and Co., Exeter; R. P. Lemon, Esq., Bath.

HARRY B. FARNALL, Secretary.

FORM OF APPLICATION FOR CHANGE OF SCRIP.

To the Secretary of the North London Junction Railway Company.

Sir,—I herewith transmit to you scrip certificates of shares held by me in this company, numbered as at foot, and I undertake to make the further payment of 1*l.* 8*s.* per share on or before the next, and to execute the new parliamentary contract and subscribers' agreement when required.

Dated this day of 1845.

Christian and Surname, in full
Business or Profession
Residence

FORM OF APPLICATION FOR SHARES.

To the Provisional Committee of the North London Junction Railway Company.

I request that you will allot to me shares of 20*l.* each, in the capital of the above named railway, and I will accept the same, or any less number, and pay the deposit of 2*l.* 2*s.* per share, and sign the parliamentary contract and subscribers' agreement when required.

Dated this day of 1845.

Christian and Surname, in full
Business or Profession
Place of Business
Place of Residence
Reference

(Provisionally registered.)

SALISBURY and SWINDON EXTENSION of the WILTS, SOMERSET, and SOUTHAMPTON JUNCTION RAILWAY.

On the Broad Gauge.

From Salisbury, by Amesbury, the Vale of Avon, and Marlborough to Swindon, forming a direct line of railway through Cheltenham and Gloucester to Birmingham, Manchester, and Liverpool.

Capital 700,000*l.* in 28,000 Shares of 25*l.* each.

Deposit, 2*l.* 12*s.* 6*d.* per Share.

COMMITTEE OF MANAGEMENT.

John Bagshaw, Esq., Chairman of the Wilts, Somerset, and Southampton Junction Railway, and Director of the Northern and Eastern and Eastern Counties Railway Companies, London.
William Bradley, Esq., Deputy Chairman of the Wilts, Somerset, and Southampton Junction Railway, and Director of the Sheffield and Manchester, and Huddersfield and Sheffield Railway Companies. Manor Oaks, Sheffield.
William Bardgett, Esq., Director of the Wilts, Somerset, and Southampton Junction Railway, and the Italian and Austrian Railway Companies, London.
George Hunt, Esq., Director of the Wilts, Somerset, and Southampton Junction Railway Company, Banker, Southampton.
William James Le Feuvre, Esq., Director of the Wilts, Somerset, and Southampton Junction Railway Company, Alderman and Magistrate, Southampton.
Edward Lomer, Esq., Director of the Wilts, Somerset, and Southampton Junction Railway Company, Merchant, Southampton.
William John Gordon, Director of the Wilts, Somerset, and Southampton Junction Railway Company, Hampton Court, London.
Richard Harris Purcell, Esq., Director of the Wilts, Somerset, and Southampton Junction Railway Company, Consulting Engineer.
George Rouzemont, Esq., Director of the Wilts, Somerset, and Southampton Junction Railway, and of the Paris and Caen and Northern of France Railway Companies, London.
J. Stewart, Esq., M.P., Director of the Wilts, Somerset, and Southampton Junction Railway Company, Westbourne House, Sheffield.
Augustus Bosanquet, Esq., Director of the Wilts, Somerset, and Southampton Junction Railway Company, Funchurch Street, London.

BANKERS.
Messrs. Robarts, Curtis, and Co., London.
The Hampshire Bank, Southampton.

JOINT SOLICITORS.
James Coppock, Esq., 3. Cleveland Row, St. James's.
John Bell, Esq., Craven Street, London.
W. H. Moberley, Esq., Southampton.

ACTING ENGINEERS.
Messrs. Birch, Cannon Row, London.

COUNTRY AGENTS.
C. W. Squarey, Esq., Salisbury.
John Pyke, Esq., Marlborough.
Messrs. Crowdy, Swindon.

The Directors of the Wilts, Somerset, and Southampton Junction Railway Company, having completed the whole of their arrangements, and having been compelled to refuse at least three fourths of the applications for Shares in their Line, have had their attention forcibly and repeatedly called to the necessity of a direct communication between Salisbury and the Great Western Railway by which the most direct and remunerative connection will be formed between Southampton and Manchester.

The advantages in point of speed to be derived from the Broad Gauge, as also the superiority of the gradients obtained by the route of the Valley of the Avon, together with the importance of placing the city of Salisbury on the main trunk Line from the North to Southampton, must insure to this undertaking the sanction of the Legislature and the local support of the Towns and Districts through which the Line will pass.

Besides forming a direct communication with the great Manufacturing Towns in the North, the Salisbury and Swindon Extension will make a complete Line of Railway between Southampton, Salisbury, and all parts of North and South Wales.

After most mature deliberation, the Directors have resolved to recommend to their Shareholders and the Public the immediate carrying out of a railway to effect the above object, which will be most desirable as a completion to their own Line, and highly advantageous in a pecuniary sense, and on public grounds. They have directed all the necessary surveys to be made, so as to apply to Parliament in the ensuing Session, at the same time as the Wilts, Somerset, and Southampton Junction Railway, with a view to the ultimate amalgamation of both lines under one management.

In the allotment of Shares, preference will be given to the holders of the Wilts, Somerset, and Southampton Junction Railway Shares, as also to parties locally interested, due regard being at the same time had to public interest; and every original shareholder, to that line may, on production of his scrip certificate, receive an allotment of a similar number of Salisbury and Swindon Extension Shares.

The Shareholders of Great Western and of Wilts, Somerset, and Weymouth Shares will also have a preference.

Applications may be made in the following form to the Provisional Committee, at the Offices of the Company, 36. Gresham Street, the Solicitors, the Local Agents, or to the principal Brokers in Town and Country.

FORM OF APPLICATION.

To the Provisional Committee of the Salisbury and Swindon Extension of the Wilts, Somerset, and Southampton Junction Railway.

Gentlemen,—I request that you will allot me Shares in the above Railway, and I agree to accept that or any less number that you may please to allot me; and I undertake to pay the deposit of 2*l.* 12*s.* 6*d.* per Share on the same, and to sign the Subscribers' Agreement and the Parliamentary Contract when required.

Dated this day 1845.

Name in full
Residence
Place of Business (if any)
Trade or Profession
Reference
Usual Signature

No. Fives. } Scrip (if any) held by me—The Wilts, Somerset,
No. Tens. } and Southampton Junction Railway
No. Twenties. }

H. B. SHERIDAN, Secretary, 36. Gresham Street, City.

London, August 30th, 1845.

THE JAMAICA (Pilbrow's) ATMOSPHERIC RAILWAY,

from Milk River to Montego Bay (westerly).

Capital 1,000,000*l.* in 40,000 Shares of 25*l.* each.

Deposit, 1*l.* 7*s.* 6*d.* per Share.

Three thousand shares to be reserved for Jamaica.

In a few days a list of an influential committee will appear.

ENGINEERS IN LONDON.
Frederick Braithwaite, Esq., M.I.C.E.
James Pilbrow, Esq., C.E.

SURVEYOR IN JAMAICA.
George Cunningham, Esq., Crown Surveyor.

BANKERS IN JAMAICA.
The Planters' Bank.

STANDING COUNSEL IN LONDON.
W. R. Rennalls, Esq., Temple.

STANDING COUNSEL IN JAMAICA.
William W. Mackeson, Esq., Member of Assembly for the parish of Manchester.
Peter Monerieffe, Esq., Member of Assembly for the parish of St. Ann.

SOLICITORS IN LONDON.
Messrs. Le Blanc and Cook, 18. New Bridge Street, Blackfriars.

SOLICITOR IN JAMAICA.
Andrew Graham Dignum, Esq., Spanish Town.

BANKERS IN LONDON.
Union Bank of London.

SECRETARY.
James Ward, Esq.

As atmospheric traction is now most satisfactorily moved beyond a problem, and proved to be in every way efficient, no time need be lost in carrying into effect the object of the projectors of the above line.

It will be necessary only to point out a few advantages the atmospheric traction possesses, to insure this Company the fullest confidence of the shareholders, and will serve to show them the certainty of the great profits that they will derive from the undertaking.

1st. From the necessity of tunnelling, cutting, and banking being superseded.

2dly. In its perfect safety in being free from all risk of concussion, and the impossibility of the carriage running off the rail, whereby the many accidents that so repeatedly happen upon the locomotive railways are prevented.

3dly. In cheapness of first outlay, requiring fewer engine establishments in the ratio of the saving of 23 engines out of every 31 in 100 miles.

4thly. In the economy of working the line, the advantage being in this ratio—that in England the comparative expenses of working a locomotive line, similar to the London and Birmingham (112 miles long), with the present traffic, is 79,328*l.*; whereas in working a similar length on Pilbrow's atmospheric system, it could be done for 12,000*l.*; the same comparison will apply to a Jamaica railway.

5thly. That the rails composed of hard wood, with which Jamaica abounds of every description, will answer just as well for the atmospheric railway as iron, consequently a vast saving will be gained, that material being on the spot.

The line will commence at Milk River, and proceed eastwise westerly as far as Montego Bay, stopping at all the intermediate shipping places.

The island of Jamaica is well known to be the most valuable of our West India possessions, and formerly was considered the brightest gem in the British Crown; and when all its resources, which have been so long hidden, are freely developed and brought forward, it may once more gain that proud and enviable cognomen.

The vast expense of transit from one end of the island to the other at present is ruinous, exceeding the whole freight to England, saying nothing of the traveller, whose inconvenience in accomplishing a journey of 40 miles is very harassing as well as expensive.

From the calculations made by most efficient persons, the line cannot fail being one of the most lucrative in the island, and at the same time will afford to the colonist all the advantages of the sixth of the expense of a locomotive railway.

Independent of the staple articles of sugar, rum, molasses, coffee, pimento, ginger, &c., of the island, through the whole district of this line, there is an abundant supply of hard woods, such as the cog, cashaw, iron, bullet, necsberry bullet, break axe, wild orange, logwood, and many others, all suitable for the working of the line, and much more desirable to this Company.

Most excellent coal has lately been found to exist through part of the district through which the line will run, and which will soon be worked, and will no doubt prove highly beneficial to this Company.

This railway will join the Jamaica South Midland Branch Railways, that will extend from Kingston to Old Harbour and to Milk River.

The similarities of the climate around the south side of the island are incalculable, and one not the least will be that of conveying fat cattle to market; for it is well known the great loss that is sustained by the cattle being driven so many miles, by which many are lost in running for the woods, being stolen, dying from fatigue, illness, and loss of weight in travelling; the conveyance of mules will be also extensive.

From the calculations made by experienced gentlemen, and taken from official returns, and which are considered the trifling comparative outlay in bringing down and working Pilbrow's railway, together with the facility of the land throughout the line, it is very obvious, and beyond all doubt, that the shareholders will be paid a very handsome per centage, certainly not less than 11 per cent., and in all probability considerably greater.

The greater part of the land that this line will run over is at present of very little or no value to the owners, being uncultivated plains; and it is reasonable to suppose, therefore, it can be purchased at a very trifling cost; and as a proof that a railway can be laid down and running in Jamaica at less expense than in England, the one now nearly finished from Kingston to Spanish Town cost three-farthings a cubic foot less than those in England.

An Act of the Assembly will be applied for to enable the Directors to carry out their object, in order to secure protection to the shareholders from all liabilities, beyond the sum subscribed by them, will be inserted.

It is the intention of the Directors to reserve 3000 shares expressly for residents in Jamaica.

After the passing of the Act of the Assembly, until the opening of the railway, 4*l.* per cent. interest per annum will be allowed to the shareholders on their deposits.

Applications for shares may be made to the undermentioned forms to the Provisional Committee, at the offices, No. 4. Charlotte Row, Mansion House, City; to Messrs. Le Blanc and Cook, solicitors, No. 18. New Bridge Street, Blackfriars; and to the following brokers:—Messrs. Martin and Haseltine, 9. Finch Lane; Samuel Clerk, Edinburgh; Messrs. Green and Oldham, Manchester; Kking and Son, Liverpool; J. W. Powell, Leeds; and J. N. Balme, Gloucester.

To the Provisional Committee of the Jamaica (Pilbrow's) Atmospheric Railway, from Milk River to Montego Bay (westerly).

Gentlemen,—I request you will be pleased to allot me shares of 25*l.* each in this railway, and I undertake and engage to pay the deposit of 1*l.* 7*s.* 6*d.* per share upon the number allotted to me, and to sign such deeds as may be necessary when called upon.

I am, Gentlemen, your obedient servant,

Name in full
Trade or profession
Place of business (if any)
Date
Reference and his address

THAMES EMBANKMENT and RAILWAY JUNCTION COMPANY.

Chairman—The Earl of Devon.

NOTICE IS HEREBY GIVEN, that no further application for Shares in the above Company will be received after TUESDAY next, the 7th October, 1845.

E. W. WILLIAMS, Secretary pro tem.

32. Charing Cross.
27th September, 1845.

CHELMSFORD and BURY RAILWAY.—The Committee have the satisfaction of informing the Shareholders that the whole of the capital has been subscribed; that the engineers and surveyors have for several weeks past been engaged upon the line, and that the surveys for parliamentary purposes are nearly completed.

The Subscription and Parliamentary Contracts have been executed by nearly the whole of the London Shareholders, and will remain at the Company's Offices until Saturday the 4th instant. They will afterwards lie at the following places for the signatures of the country subscribers, viz.:—

At the Offices of W. H. Collis, Esq., Sharebroker, Birmingham, on Monday the 6th instant.

At the Offices of Thomas Forsyth, Esq., Sharebroker, 1. Exchange Buildings, Liverpool, on Tuesday, Wednesday, the 7th and 8th instant.

At the Offices of Henry Benton, Esq., Sharebroker, Cross Street, Manchester, on Thursday and Friday, the 9th and 10th instant.

At the Offices of Messrs. Rhodes, Sharebrokers, 13. Albion Street, Leeds, on Saturday and Monday, the 11th and 13th instant.

At the Offices of F. Stump, Esq., Hull, on Tuesday and Wednesday, the 14th and 15th instant.

At the Offices of Messrs. John Robertson and Co., Sharebrokers, Royal Exchange, Edinburgh, on Friday and Saturday, the 17th and 18th instant; and

At the Offices of Messrs. Duncan and Hutchison, Sharebrokers, 67. St. Vincent Street, Glasgow, on Monday and Tuesday, the 20th and 21st instant. Each day from ten till four o'clock.

Company's Offices, 61. Moorgate Street. By order,

20 October, 1845. DAVID BARTIE, Secretary

SCENE FROM THE "MARBLE MAIDEN."

NOTICES TO CORRESPONDENTS.

J. G., Birmingham. His review of the scenery and groupings of the ballet of the "Marble Maiden," at Drury Lane, are too personal to deserve publicity; but we may state that he considers the graceful and beautiful Adele Dumilatre, as the statue of Hebe, would have been more effective if she had imitated the exquisite model of Canova's, now in the Chatsworth Gallery, instead of following the stiff and inexpressive affections of mere stage pantomime. We agree with him, also, that too little attention is paid to chiaro-scuro in the production of dramatic effects. At present the stage lights confound the action of the dramatis personæ in one vulgar and unmeaning blaze of light.

Marquis of ——. We believe that M. Soyer overrated his practical dramatic ability. His conception of "La Fille de L'Orage" was creditable to his ingenuity, but his points for stage arrangements were not sufficiently broad and palpable to produce either striking or pleasing effects. We do not wonder, therefore, that by the time the first act of his ballet had closed, his visage had assumed the length pourtrayed in the accompanying sketch. Nevertheless, he should try again.

Behold this phiz, of awful length,
Equipped with brains of wond'rous strength,
Compared with which Careme's were dull,
And Ude can scarcely boast a skull.
Long-headed Soyer, long may thy name
Be placed upon the rolls of Fame.

R. W. — The following mode for the preservation of flowers is said by a lady, to whom we referred his inquiry, to be a "never-failing one." "Gather the flowers on a perfectly dry day, and as the speedy extraction of moisture is of importance, immediately enclose them in sheets of blotting paper, changing the paper at least once every day till the flowers are sufficiently dried; they should then be carefully excluded from light and heat, kept closely pressed, and for use, screwed between two pieces of wood." For specimens to serve as illustrations of Botany, the plants may be placed in phials, exhausted of air, and hermetically sealed. They may be safely kept, in this way, for many months, and when wanted may be made to bloom afresh by putting them in water.

A Subscriber.—Her Majesty's cutter, Captain Spong, is stationed on the northern extremity of the coast of Sutherlandshire.

J. Jackson, Marine Cottage, East Cliff, Dover. — His Majesty William IV. never resided in Buckingham Palace.

W. H. Townsend. — The portrait is in the hands of the engraver.

B. B. — No "throne of judgment," properly so called, is now used by the sovereign. The last one formally set apart for the seat of the sovereign, when

THE THRONE OR SEAT OF JUDGMENT, ST. JAMES'S PALACE.

engaged in signing sentences of death, is in St. James's Palace, and was last used by George IV. The subjoined cut shows that it bore a close resemblance to the curule chair of the Romans.

P., Farningham. The "German style," in literature, is characterised by stated maudlin sentiments, extravagantly expressed. Gesner's "Idyls" afford extreme specimens, and the following is an average one:—

TRUE LOVE.

When I stand in dark midnight, lonely, on the silent watch, then I think on my distant love, and whether she remains true and kind.

As I marched forth to join my standard, she kissed me so fondly, she decked my cap with ribbons, and, weeping, pressed me to her heart.

She is true to me, she loves me; therefore am I cheerful and of good heart. My heart beats warmly in the cold night when I think of my distant love.

Now thou art going into thy little chamber with thy glimmering lamp, and puttest up thy night-prayer for thy beloved who is far distant.

When thou art sorrowful, and weepest, thinking of the dangers which surround me, be tranquil, I am in the care of God: he shields the true soldier.

The bell sounds; the patrol will soon be here, and I shall be relieved. Sleep soundly in thy still chamber, and in thy dreams remember me.

T. S. The absurdity of sumptuary laws and restrictions will be apparent from the following extracts from the corporation books of Southampton. — In 1606, it is recorded that "the Mayor and Justices of the Peace taking into consideration the price of beer and malt, and finding the price of malt is now sold after *two shillings the bushell* and not above, order that from and after Easter day next, that the beer drawers of this town shall not draw any beer but good beer, and wholesome for man's body; and make nor sell but two sorts of beer, viz. double beer, and ordinary beer, and to sell their double beer at 3*s.* 4*d.* the barrell, and their ordinary at 2*s.* the barrell, and not anie other price whatsoever;" also "that there shall be only six ale brewers within the town, and they to sell their ale a full ale quart within doors, and three pints without doors; and a few years later, "on the humble suit of the brewers, stating that malt was 2*s.* the bushell, and hops at 8*l.* the hundred, order was given that they shall henceforth brew and sell double beer at 4*s.* the barrell, and ordinarie at 2*s.* the barrel. Again, in 1609, there is an order that the butchers shall sell all their tallow, good and bad, at 2*d.* per pound, between Michaelmas and Easter, and 2*d.* afterwards; and to sell it in open market to none but townsmen." The chaudlers are desired to give no more than the above-mentioned price, and to sell their candles at 4*d.* the pound. It seems that there was a considerable difficulty in regulating the prices of tallow, for in 1609 there was a complaint against several chandlers "for in an underhanded manner offering too much money, namely, 4*d.* and 4½*d.* per lb. for tallow to the butchers, when they might have procured it cheaper, and then sold their candles at 5*d.* per lb., a *matter never heard before.*" In 1613 there is an order that all vintners of the town shall not sell their Gascoigne wine at more than 6*d.* the quart; and a similar one in 1633, with the addition of white and red claret! In many cases relative to the hire of horses, we find peculiar care exercised; thus, in 1577, there is an order "that none keeping horses or beasts for hire shall take for a journey of eight days, or under, to London or Bristowe, above 6*s.* 8*d.*, and that every day after the said eight days be expired, not above 10*d.* by the day; provided always, that if any man shall ride to Sarum and home again in one day, or the like journey, then to pay 16*d.* for that day, and not above. In cases of any wilful imposition, punishment constantly followed: thus, in 1609, Christopher Sturges is ordered to pay 3*s.* 4*d.* for selling a pint of beer for *one penny.*

J. M.— The Monk's House, Lincoln, is about half a mile eastward of the city, in a field by the side of Monk's Lane. It is a remnant of the cell or Benedictine

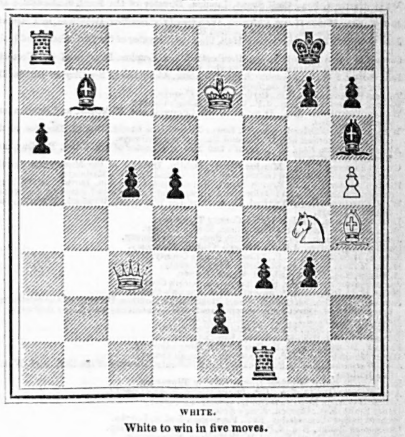
THE MONK'S HOUSE, LINCOLN.

Priory of Saint Mary Magdalene, belonging to the Abbey of Saint Mary at York. The remains consist of the outer walls of the chapel in which are portions of some windows with elegant tracery. In the field adjoining the chapel are the foundations of the walls of the rest of the buildings, which, from their extent, appear to have been constructed for the accommodation of not more than two or three recluses. Traces of the Priory mill are likewise still perceptible.

CHESS.

PROBLEM XXVIII.—By M. Deschappelles.

BLACK.



WHITE.

White to win in five moves.

GAME XXVIII.

Played between Philidor and Messrs. Carlier and Bernard, the former giving the pawn and move.

WHITE (Messrs. C and B.)	BLACK (Philidor).
1. K P two sq	1. K P one sq
2. Q P two sq	2. Q P two sq
3. P takes P*	3. P takes P
4. Q to K R fifth+	4. K Kt P one sq
5. Q to K fifth+	5. Q to K second
6. Q B to K B fourth	6. Q B P one sq
7. K B to K second	7. K B to K Kt second
8. Q takes Q+	8. K Kt takes Q
9. K Kt to K B third	9. K castles
10. Q B to K fifth	10. Q Kt to Q second
11. K castles	11. Q Kt takes B
12. Kt takes B	12. B takes Kt
13. P takes B	13. K R to K B fifth †
14. K B to Q third	14. Q B to K B fourth
15. B takes B	15. Kt takes B
16. K Kt P one sq	16. K R to K fifth
17. K B P two sq	17. K R to K seventh
18. Q Kt to Q R third	18. Kt to K sixth
19. K R to K B second	19. R takes R
20. K takes R	20. Kt to K Kt fifth +
21. K to Kt second	21. R to Q sq
22. K R P one sq	22. Kt to K R third
23. K Kt P one sq	23. Q R P one sq
24. R to Q sq	24. Kt to K B second
25. K R P one sq	25. Q B P one sq
26. Q B P one sq	26. Q Kt P two sq.
27. Kt to Q B second	27. Q R P one sq
28. Kt to K third	28. Q P one sq
29. P takes P	29. P takes P
30. Kt to Q B second	30. Q P one sq
31. Kt to K sq	31. Q P one sq
32. Kt to K B third.	32. Resigns, as he must evidently lose Q P.

* Instead of this move, White should check with Q, and afterwards play Q to R fifth, as directed by Salvio.

† This move is made to prevent K B P being played two squares.

Solution to Problem XXVII.

WHITE.	BLACK.
1. Q to Q Kt fifth	1. Kt takes Q
2. Kt to Q B sixth+	2. K to R third.
3. P takes Kt checkmate.	

British and Foreign Gaslight and Meter Company.—This project is intended to extend the advantages of gas light to towns and districts, whether at home or abroad, which, not being already supplied with gas, would seem of sufficient importance to justify its introduction. Many such places might no doubt be found, where the locality itself would lack the influence or means to accomplish the object. The company is fortunate in possessing itself of Hutchison's Dry Meter, unquestionably the best of the numerous patented projects that have come before the public. While it is unerring in its accuracy of indication, its mechanism is devoid of the complication and liability of derangement which characterise most of the recent attempts at meter-making. Its index, too, is such as "those who run may read," the patentee having entirely exploded the old-fashioned mystic notation, which, being intelligible only to *one* of the parties concerned, may fairly be regarded as an *ex parte* representation. But perhaps the best guarantee of the superiority of Hutchison's meter is the fact of its being already adopted by many of the large establishments of the metropolis; the Cosmorama, for instance, where, we believe, one of the largest ever manufactured is in operation, and several of the theatres and institutions.—*Journal of Commerce.*

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